CYCLE NEWS®

America's weekly motorcycle newspaper

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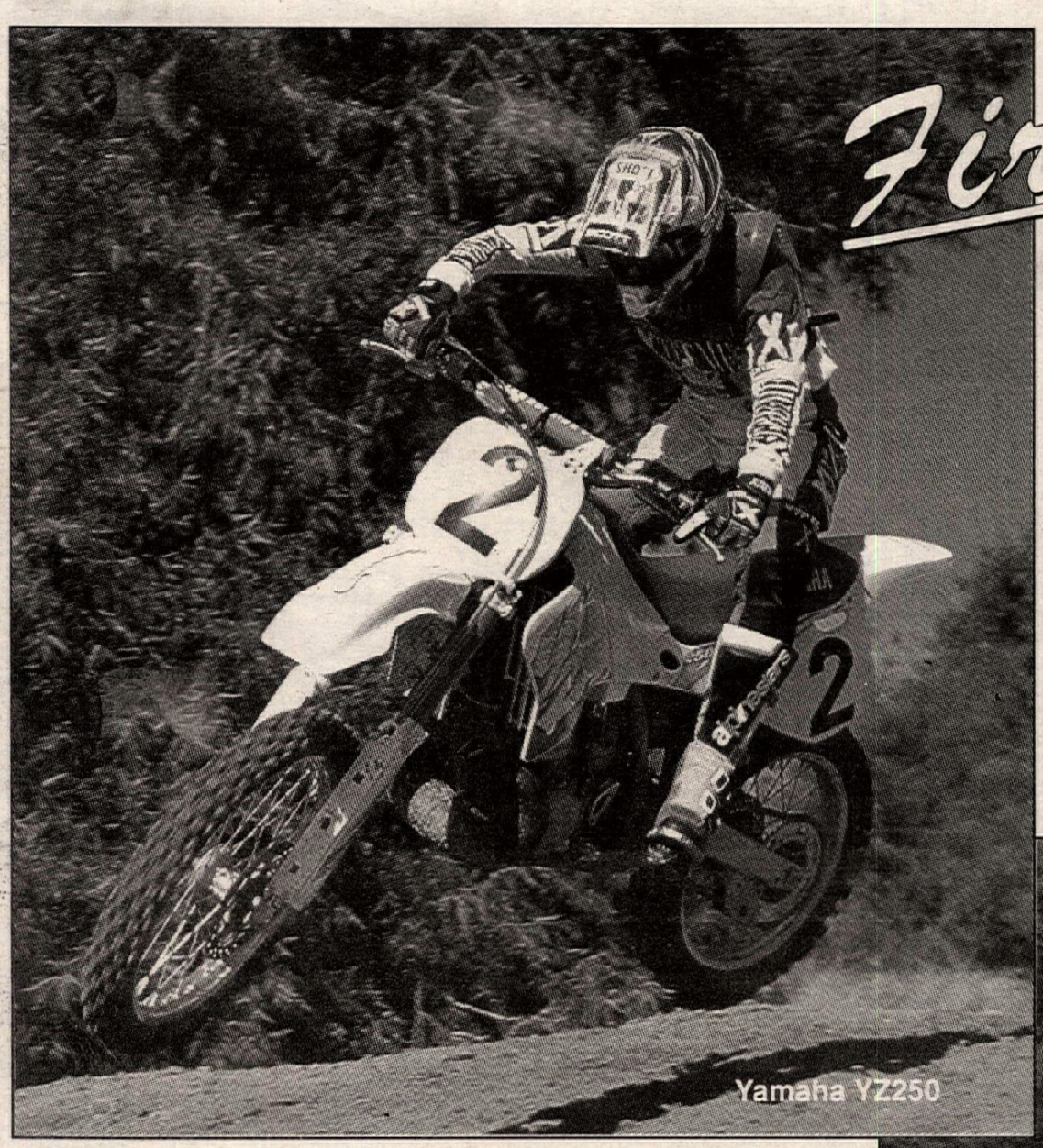
Ty hits Grand Slam at Lucerne Nat'l Enduro



Yamaha YZ250

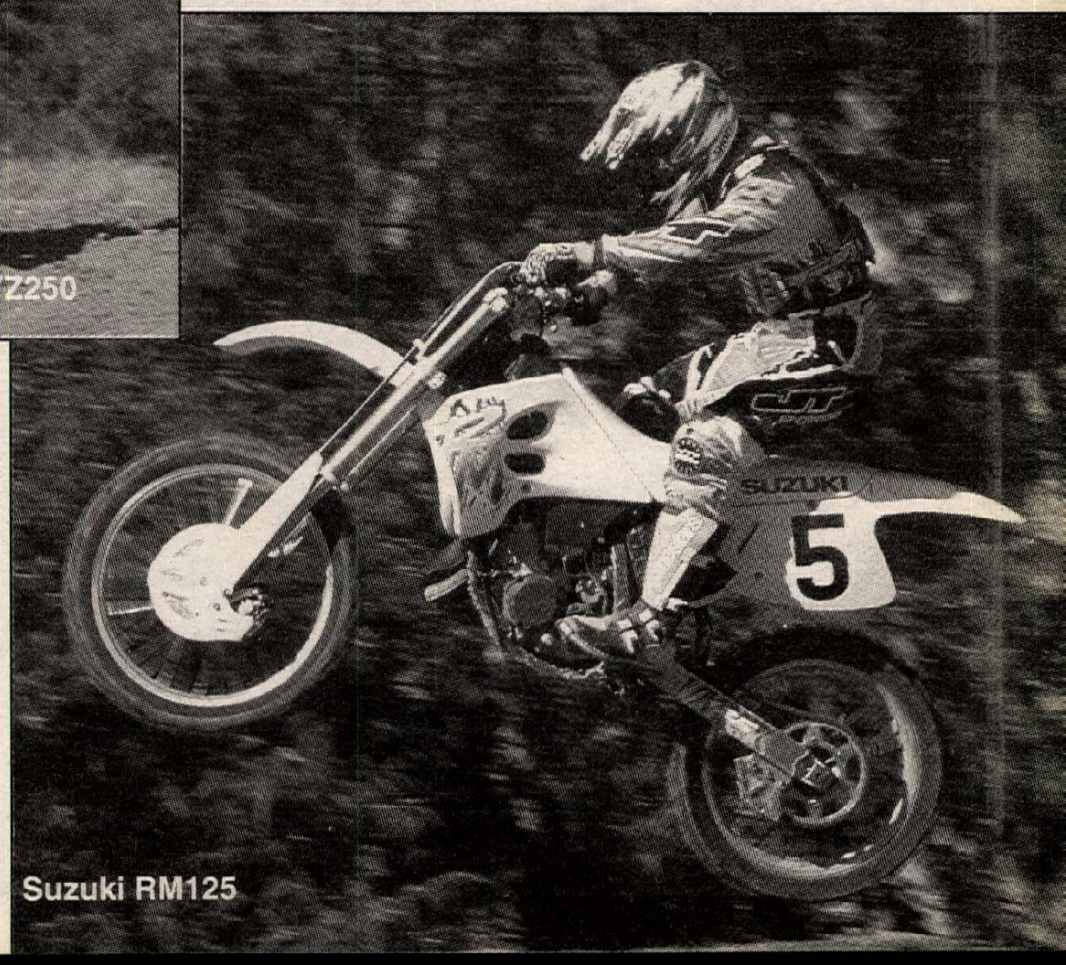
First Tests

1995 Yamaha YZ250

1995 Husaberg FE350

RIDING IMPRESSION

1995 Suzuki RM125



Suzuki RM125

Plessinger wins Mt. Morris GNCC

Women buying motorcycles

TIME DATED MATERIAL MAILED OCTOBER 25, 1994

Scott Plessinger (KTM) captured the overall win at the National Hare Scrambles round in Millville, Ohio, on October 24. He crossed the finish line approximately 10 seconds ahead of **Rodney Smith** (Suz), who had already sewn up the series title. Third went to **Tommy Norton** (Kaw), while **Doug Blackwell** (Kaw) and **Terry Cunningham** (Kaw) rounded out the top five overall.

Mike Brown (Hon) won both the 125 and 250cc Pro classes at round four of the AMA Fall Classic MX Series at Muddy Creek Raceway in Bountville, Tennessee, on October 23. In the 125cc class, Brown finished ahead of **Jim Neese** (Kaw) and **Robbie Horton** (Kaw). In 250cc action, Brown scored the win ahead of defending series champ **Todd DeHoop** (Hon) and **Jim Chester** (Suz). With just one round remaining in the series, and Brown enjoys a 34-point lead over DeHoop.

Former 500cc MX World Champion **Brad Lackey** competed in a motocross race for the first time in three years, at the AHRMA Vintage Iron National MX in Hollister, California, on October 23. Lackey contested in the Past Masters class and scored the win aboard a Maico-framed CZ. Finishing second was AJS-mounted **Doug Grant**, while third went to **Gary Bailey**. **Buc Murphy** and two-time World Champion **Jeff Smith** completed the top five.

Toby Jorgenson (Hon) dethroned defending 100cc National Champion **Chris Carr** (Hon) at the 100cc National Championships, held at Lodi Cycle Bowl in Lodi, California, on October 23. Jorgenson and Carr battled throughout the National, but in the end it was the 12-year-old Jorgenson who prevailed. **Rod Spencer** (Hon) was third, while **Brett Landes** (Hon) and promoter/100cc engine builder **Frank Nye** (Hon) rounded out the top five. Defending 250cc National Road Race Champion **Rich Oliver** crashed out of contention, as did 500cc Grand Prix star **John Kocinski**.

Spaniard **Luis d'Antin** (Hon) won the 250cc class in the Ducados Open Series in Jerez, Spain, on October 23. Marlboro Rainey's **Jimmy Filice** was winning the race by four seconds when he crashed out on the 12th lap. "I lost the rear, saved it and then pushed the front," said Filice, who injured the ring finger on his right hand in the crash. Filice expects to compete in the next and final round of the series at Albacete on October 30.

Scott Zampach (H-D) won the Harley-Davidson TwinSport World Final at the AMA/CCS Daytona Race of Champions on October 23 at Daytona International Speedway. Other action saw **Danny Roberts** (Hon) and **Todd Harrington** (Hon) winning the Honda CBR900 and CBR600 Challenge, respectively. **Pablo Real**, **Shane Turpin**, **Greg Esser** and **Mike Murphy** were other big winners at Daytona.

Australian Superbike National Champion **Anthony Gobert** has inked a contract that will see him ride a Muzzy Kawasaki in the 1995 World Superbike Championship. Gobert, 19, will team with World Champion **Scott Russell** on the Rob Muzzy-owned team. This ends speculation that **Miguel DuHamel** would be Muzzy's number-two rider on the World Superbike team.

Although no official announcement has been made, it appears that two-time World Superbike Champion **Fred Merkel** has signed a contract to ride Yoshimura Suzukis in the 1995 AMA U.S. Superbike National Championship. Merkel, who rode a Muzzy Kawasaki in the 1994 series, will join **Thomas Stevens** and **Donald Jacks** on the three-man team.

A star-studded field is set to compete in the Vet Pro class at the November 5-6 **White Bros. World Veteran MX Championships** at Glen Helen Raceway in San Bernardino, California. Amongst the pre-entered riders are last year's winner **Doug Dubach**, multi-time champ **Rex Staten**, former National and Supercross Champions **Jeff Ward** and **Johnny O'Mara**, and Four-Stroke National Champion **Greg Zitterkopf**. Also on hand for a Legends Exhibition will be **Kent Howerton**, **Warren Reid**, **Chuck Sun**, **Tommy Croft** and **Rich Eirstedt**. The Legends race will see the aforementioned riders mounted aboard the machines that made them famous, wearing the riding gear from the same time period. For more information call 714/692-3404.

Paradama reorganizes professional racing

Pursuant to the announcement that Cary Agajanian will chair Paradama, the AMA announced several changes that will be made with regard to its 1995 National Road Race and Supercross programs.

"We've had a chaotic 10 months," said Tom Mueller, vice president of sports marketing for the AMA. "We're no longer going to be reactive, but proactive."

Mueller said that all negotiation with NASB's Roger Edmondson has ceased, and that the AMA has begun planning its 1995 National Road Race program. Accordingly, Mueller announced that the AMA will post a $100,000 points fund for competitors in the 1995 AMA Superbike Series.

"We are still working to find a series sponsor, but that has not happened yet," Mueller said. "If we do find a sponsor, their money will be in addition to the $100,000."

In addition, Mueller announced that HP4, Honda's motorcycle oil, will again post a $10,000 championship bonus for the AMA's 600cc SuperSport Series, and Progressive Insurance will put up the same amount for the Harley-Davidson Twin Sports Series.

Mueller said that he and Agajanian would be attending a meeting with last year's series promoters on October 26 to discuss their plans for 1995. Mueller said that he believes the promoters will contract to run AMA events. "We're going to offer our sanction proposals next Wednesday," Mueller said. "They (the promoters) are then going to have to make a business decision. We are confident that when they see what we have to offer, they will be back with us in 1995."

An example of the AMA's new commitment came with the announcement that the promotional budget for the AMA Superbike Series will be increased by $50,000 in '95. According to Mueller, the money has become available as a result of streamlining and restructuring the management of the series. "This increased budget is going to enable us to move into promotional activity based on the AMA's strength as a 205,000-member organization," said Mueller. "In addition to the advertising we did last year, we will offer our road racing event promoters the opportunity to reach by direct mail, at no expense to them, all AMA members in their market area."

"This is a good example of the advantages of Paradama and the AMA working together," said Agajanian. "Reorganization of our road racing program has given Paradama more money to work with, and by utilizing the AMA's huge membership resources, we can get more fans to the events, advance the sport and improve the profitability of all concerned."

According to Mueller, the AMA's plans to reorganize supercross are also underway. The association has been unable to resolve its differences with AIR - the promoters' group that has split from the AMA to form its own series - and Mueller said that the AMA must move ahead with the organization of the 1995 series.

"The AMA will be looking to open up supercross promotion to anyone who wants to submit a proposal," Mueller said. "That includes the current supercross promoters."

To stimulate interest among promotional groups, Mueller announced a new "joint venture" sanctioning package that will allow promoters to undertake an AMA Supercross without the usual deposits, insurance fees, sanction fees and official fees. "In 1995, promoters will have the option of the standard sanction package - unchanged from 1994 - or a joint venture sanction agreement that will reduce their up-front financial risks," Mueller said.

Mueller also said that he has recently negotiated with promoters for as many as four venues that were not on last year's schedule, though he declined to say where those races would take place until the agreements were finalized. Mueller also said that the AMA is still working to find a sponsor for the 1995 AMA Supercross Series, and a points fund has not yet been announced.

"One thing I will say is that we don't want to create a glorified arenacross series," Mueller said. "We want to make sure that the promoters run bonafide supercross races."

Which series the factories will commit to is still unknown, though three of the four major Japanese manufacturers hold places on the AMA Board of Trustees.

And speaking of the **White Bros. World Vet Championships**, a full program of **Pee Wee class races** will be run on a seperate mini track, in conjunction with the Saturday and Sunday Vet races.

The **1995 AMA U.S. Superbike Series** will implement an **electronic transponder system** for timing and scoring, according to the AMA's vice president of sports marketing **Tom Mueller**. The $50,000 system, produced by AMB Products of Holland, has been successfully used in several different forms of national and international racing including Formula One auto racing and World Championship Grand Prix road racing. The system tracks names and numbers of riders, every rider's position in the race, time behind the leader, each rider's fastest lap and the fastest lap overall in each race. "We race-tested the system at Mid-Ohio in 1994, and the results were fantastic," Mueller said. "The AMA will be able to provide instant information to officials and the media. Plus, we can line-feed this information to scoreboards and television monitors. AMA Superbike teams will be able to access the transponders for lap-time data. The AMA has also purchased new laptop computers to accompany the AMB system, and will be testing new scoring software for road racing, motocross, supercross and dirt track.

The AMA also recently announced its **1995 AMA/ProStar Motorcycle Drag Racing schedule**. The nine-race series will run predominantly in the southern, eastern and midwestern regions of the U.S., beginning with the Sunshine Nationals at Gainesville Raceway in Gainesville, Florida, on March 3-5.

AMA/ProStar has also announced the formation of the **600cc Supersport drag racing series**. The new class will parallel the 600cc Supersport class currently run at AMA-sanctioned road racing events. The class, which was designed with attention toward encouraging new bike sales, will be comprised of a heads-up, no index format with limited modifications allowed to stock motorcycles. Each series event will pay $1000 to the win-

LaRocco tops Golden Cup Supercross

Team Kawasaki's Mike LaRocco (right) was the winner of the Golden Cup Supercross, held in the Fukuoka Dome in Fukuoka City, Japan, October 23. Team Honda/1-800-COLLECT's two-time Supercross Champion Jeremy McGrath finished second, and Team Noleen/Sizzler/Yamaha rider Larry Ward rounded out the top three. Honda of Troy's Mike Craig holeshot the 25-lap main but dropped out of contention with a spectacular crash on the opening lap. Kawasaki's Mike Kiedrowski took over the point position and was never challenged. With only a few turns to go, Kiedrowski enjoyed a comfortable five-second lead, but his factory KX250 lost its chain and left the former 250 and 500cc National Champion stranded.

After starting 10th and 11th, respectively, McGrath and LaRocco freight-trained through the field and up into second and third. At the time of Kiedrowski's demise, LaRocco had pulled out a five-second lead over McGrath, who reportedly suffered from arm pump. Ward finished further back in third.

Team Suzuki's 125cc Western Regional Supercross Champion Damon Huffman ran away with the win in the 125cc class race, easily besting Team Splitfire/Pro Circuit Kawasaki's Ryan Hughes new Suzuki teamster Craig Decker.

ner, with the top 10 in points qualifying to compete for $5000 to win at the World Finals in November at Gainesville Raceway.

A **Rehabilitation Trust Fund** has been established for **Ricky Smith**, the dirt tracker who suffered a broken leg and extensive damage to his arm in a horrendous crash at the Del Mar Mile. Donations to help with Smith's medical costs may be sent to the Ricky Smith Rehabilitation Trust Fund, Account # 3390805566, c/o Great Western Bank, 494 Nash Rd., Hollister, CA 95023.

California Racing Club President **Jack Barbacovi** announced that the all-new **over-and-under bridge** at Los Angeles County Raceway in Palmdale, California, will be used for the first time at the October 30 **CRC Sponsorship Series** opener. For more information call 805/272-8889.

Suzuki has finally confirmed what we reported nearly two months ago, the signing of five-time 500cc World MX Champion **Roger DeCoster** to help operate their MX race team. DeCoster will work as the team manager, and former manager **Ray Tetherton** will remain with the company as the parts and mechanic support specialist, concentrating on the testing and development of the team's factory bikes. DeCoster served as an advisor for Team Honda from 1980 to 1992, and has more recently worked as an editor for Hi-Torque Publications and a team manager of the European Pepsi Honda team. "I am eager to tackle the new challenge of working with the young, talented riders on Team Suzuki," said DeCoster. "All of the riders have expressed their determination to do whatever is necessary to be successful, and I am, of course, looking forward to working with **Greg Albertyn** as he makes his move to the United States."

As you may have surmised from DeCoster's statement, Suzuki has also confirmed the signing of South African **Greg Albertyn**, which we also reported seven weeks ago. The three-time World Champion will join 125cc Western Regional Supercross Champion **Damon Huffman** and Eastern Champion **Ezra Lusk** - both veterans at Suzuki. Other new members include former Honda of Troy rider **Craig Decker**, and former RRP rider **Tim Ferry**. "Our goal was to build a powerful motocross team for the 1995 season, and I am confident that we have done so," said American Suzuki marketing director Mel Harris.

In addition to the above-mentioned changes, Suzuki has appointed **Hide Sezaki** to head the newly created off-road department. As off-road department manager, Sezaki will oversee Team Suzuki's motocross program, and direct product development for the RM, RMX and DR model lines. A former Suzuki Motor Corporation employee, Sezaki has served at American Suzuki since 1984. His most recent job assignment was assistant to the motorcycle division executive vice president regarding motocross, off-road and dual sport development, and coordinated with Suzuki Japan regarding factory-bike development and race-team performance. "American Suzuki is increasing its corporate support of motocross racing in an effort to extend its considerable success in the 125cc Supercross series to the 125cc outdoor National and 250cc Supercross and outdoor National Series. We intend to once again prove to be a formidable contender in AMA professional supercross and motocross racing," said Suzuki Motorcycle division Executive Vice President **Manabu Nakamura**.

Former factory Kawasaki mechanic **Tom Morgan** has left Performance Engineering, due to "differences in business goals" between he and his partner. Morgan says that he plans to pursue other business interests in the near future.

Riders who want to prove their toughness should mark February 25, 1995 on their calendars. That's the date of the **Gilles Lalay Classic** in Peyrat le Chateau, France. Commonly pointed to as the toughest race in the world, the Classic will feature the top enduro riders in the world. For more information, call 33/1-46-56-56-84 or fax 33/1-40-92-14-30.

The California Motorcycle Dealers Association has informed us that California **Governor Pete Wilson** recently signed AB 3717, more commonly known as the Green Sticker bill, into law. The bill becomes effective Monday, January 2, 1995. Over 5000 signatures were collected and sent to legislature and the Governor. The bill places the OHV funds in a trust operated under the care of the Off-Highway Vehicle Commission. If anybody wants to borrow money from the fund, they have to make arrangements to pay it back within two years.

Longtime AFM road racer **Mike Summers** successfully underwent surgery on October 20 to repair a badly damaged ligament in his left hand. The result of a racing crash? Not hardly. Summers, a Sacramento Police Officer assigned to the downtown bicycle unit, was injured in a fight while arresting a subject for sales of rock cocaine. Summers, the '92 AFM Twins Champion, will be out of action for about eight weeks.

AMA President **Ed Youngblood** has been named deputy president of the Federation Internationale Motorcycliste (FIM). The appointment was announced by FIM President **Jos Vaessen** at the final meeting of the General Assembly of the World Motorcycle Congress that took place in Kuala Lumpur, Malaysia, October 16-23. Youngblood has been a vice president to the FIM and has held a seat on its management council since October 1975. More than 60 nations participate in the FIM, to which the AMA is the sole U.S. affiliate. The FIM, which has traditionally governed World Championship motorcycle racing, has in recent years moved into government-relations activity on an international level, representing the interests of the motorcycling community in road safety, land use and environmental issues. "I am honored to have been named to the FIM's second-highest post," said Youngblood. "I want to use that trust to advance the international federation's broader agenda, which will include government relations as well as sporting and touring activities."

After extensive research into its **age requirements for professional racers**, the AMA has modified its regulations for 16- and 17-year-old professionally licensed racers. "There were numerous discussions at the AMA MX advisory committee meetings regarding the AMA's minimum age for professionals, mainly as it applies to formal education during that period," said Tom Mueller, AMA vice president of sports marketing. "Our conclusion is that we want to enforce education, but don't want to exclude this age group from competing. Much of our star talent is groomed during these formitive years." Beginning in 1995, the AMA will require age-in-schooling certificates from all 16- and 17-year-old licensed pros. This certificate can reflect schooling via an accredited tutor, or through a private or public school system. To support this new program, the AMA will be awarding a $1000 scholarship to the racer in this age group with the highest GPA in the '95 school year. "We'll apply the funds to a technical school, or other institution of higher education," said Mueller. "It's a way to let these talented individuals know that we care about their future."

Sources in Europe report that American **Tallon Vohland** will be riding with **Stefan Everts** on the JHK Kawasaki 250cc MX GP team in 1995. Vohland spent this season on a Pepsi Honda, finishing an eventual eighth.

RESIGNED: PM Communications' Pat Murphy, who has acted as the media rep for the AMA Superbike Series.

APPOINTED: Kerry Graeber, as advertising manager of American Suzuki Motor Corporation. Graeber, who has worked as Suzuki's advertising supervisor for the past three years, will direct all corporate advertising activity for the company's motorcycle and ATV model lines. CN

Hamel wraps up fourth Hare & Hound title

Kawasaki Team Green's Danny Hamel (right) added yet another AMA National Championship Hare & Hound Series title to his credit. Technically, Hamel clinched the series title long before winning the October 25 National in Lucerne Valley, California, which was originally scheduled to be the second-to-last round of the intended seven-event series, where each rider's best five finishes would count towards the series title. But over a week before the penultimate race, the final round of the series which was originally scheduled to be held on November 6 in Carson City, Nevada, was officially cancelled due to land problems. This meant that the National series was reduced to a best-four-of-six-round series, and since Hamel had already won four Nationals he was automatically declared as the 1994 Champion, the fourth time in as many years.

Of the six National races that were held, Hamel won five and finished second once, recording a perfect score of 120 points.

At the 100s M.C.-hosted National, Hamel finished approximately three minutes ahead of second-place finisher Ty Davis (Kaw). Rounding out the top five were Larry Roeseler (Kaw), Ted Hunnicutt (Kaw) and 250cc class winner Greg Zitterkopf (KTM).

Davis ended up second in the series, posting four second-place finishes and one win over the course of the season. Third went to Dan Richardson (Hon) who finished eighth at Lucerne.

Agajanian to head Paradama

In a bold step toward the restructuring of professional motorcycle racing in America, the AMA has named Cary Agajanian as the chairman of Paradama, the AMA's new independent for-profit subsidiary that will take over the management of all the association's professional racing endeavors beginning in January of 1995.

Agajanian's appointment was announced by AMA President Ed Youngblood at a press conference in Los Angeles on Thursday, October 20.

"We are especially pleased to bring a person of Mr. Agajanian's qualifications aboard to head up this new venture," Youngblood said. "Professional motorcycle racing is poised for tremendous growth in the United States. Mr. Agajanian will provide the leadership necessary to attract other top-quality people who can help the sport achieve its potential."

Agajanian, the son of renowned motorsports promoter, the late J.C. Agajanian, has been involved in virtually every aspect of motor racing, having been a racing team owner, sanctioning-body director, event promoter, race track owner/operator, rules committee member and legal counsel to some of the top sanctioning bodies and competitors in the U.S. Under Paradama, Agajanian will assume several of those duties.

"Ed (Youngblood) prevailed upon me to take this position," Agajanian said. "I did it because I have a great respect for the organization, and I saw that there were changes that needed to be made."

Agajanian and Youngblood are now in the process of assembling a board of directors, anticipated to number no more than five, to direct Paradama, and should be making another announcement as to who will be on the board within the next 30 days, according to the AMA.

"American motorcycle racing is at a crossroads similar to the historical events that we have seen fragment and damage other forms of motor racing," Agajaninan said. "Many factions are trying to present themselves as new sanctioning bodies, but the only true form of sanctioning body that will work is a profit-motivated, independent group of people who have nothing to do with the competition itself except in controlling it. This is the kind of structure and leadership that (Paradama) intends to provide. I am excited about the opportunity to head up this new project."

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America's weekly motorcycle newspaper

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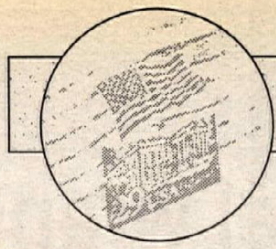


VOICES
Letters to the editor

Del Mar 1

Last Sunday, I attended my first-ever dirt track race - the Del Mar Mile. I've seen a lot of racing, both two- and four-wheeled, and I can say without a doubt that this is the best racing that I've ever seen. The speeds, skill and camaraderie were thrilling, impressive and moving.

How can this sport be on its last leg, as some have stated? That can only be because it has not spread its wings into new venues. I think Sunday's race can only be indicative of the sport's potential to expand, and to expand into metropolitan areas outside of the Midwest. Sincere thanks to Chris Agajanian and company for their persistence in proving that.

May I say, although rhetorical and with great understatement, I hope Del Mar's administration sees the benefits of such an event and brings it back for a second year.

Mike Atkinson
El Cajon, California

Del Mar 2

If you missed the Del Mar Mile, you missed one of the greatest weekends in motorcycle history! The greatest motorcycle legends were in attendance for Saturday's classic motorcycle show and swap meet. It was a gathering of the greats, and fans young and old had the opportunity to get up close and share some of their fondest memories of the good ol' days of racing. Legends, as well, were the fans that weekend, as we got to swap lies with our peers and the men who inspired us in motorcycle racing.

Sunday's Championship race, the final of the season, was also a legendary event. Scotty Parker captured his fifth National Championship title - a feat never before accomplished. So from one champion to another, congratulations Scotty for an outstanding achievement. A true winner with or without the number-one plate. And thanks Chris Agajanian, for a wonderful event.

Eddie Mulder
Canyon Country, CA

Dual sport kudos

While my sore muscles keep reminding me what a good time I had on the October 8-9 weekend, I thought a few hearty thank yous were in order. Having just finished riding the fourth annual Ridge Runners 500 National Dual Sport event, I just have to comment on another excellent event put on by the Santa Cruz, California, Ridge Runners M.C. This club puts on a very organized event, from their spot-on roll charts to the first-class lunches served both days. If you are a newcomer to dual sport riding, these people will give you a very positive impression of the sport. This year's course was fantastic, with miles and miles of great off-road trails, mixed with fast fire roads and snow-bordered woods trails. The lunches these people served would rival most restaurants' fare. This group deserves a big thanks, and I'll be back as long as they keep having these wonderful events. Keep up the good work.

Rich Struhm
Livermore, CA

And in this corner...

Television and *Cycle News* accounts of the final AMA National Road Races at Road Atlanta left me mad, disappointed and curious. How can professional racers justify reaching over and grabbing or punching another rider? If those tactics work, how can they live with themselves afterward?

The AMA surprisingly did the right thing in suspending indefinitely the two riders involved, but apparently let slide Mike Smith punching Steve Crevier (clearly documented on the Motoworld broadcast of the 600cc final).

It seems to me that the AMA has drawn the line and approved of this behavior because this time no one crashed or was hurt. If you beat someone on the race track by physically hitting them, you're a loser in my book, and dismissing it by saying, "That's racing," just doesn't cut it. Congratulations to the racers who won fairly.

Sandy Callas
Deerfield, IL

Boo!

The final Colorado motocross race of the year was held October 16 at Berthoud, Colorado. It was also the first annual Robert Hanrahan Benefit Race, with the proceeds presented to his family. Of the approximately 400 riders that came to race, one was none other than former Colorado champ, National star and Colorado MX hero "Boo" Stitcher. It has been 10 years since Stitcher has raced, and the tattered, duct-tape-reinforced riding gear and archaic KTM were proof that he had not been moonlighting anywhere near the dirt. Luckily, the KTM broke its chain in practice, and a '93 CR250 was quickly loaned to Stitcher before the first Vet Pro moto.

At the checkered flag, Stitcher was second to Dave Newell, having held off a pack of some of some of the toughest Vet Pros in the country. The final moto saw Stitcher fight to the front for the moto win and overall, with a style and grace that had the track lined with screaming fans. As a final gesture of the mettle that true heroes are made of, Stitcher told the promoter that his prize money was to be donated to the family of Robert Hanrahan.

As I left the track, I felt great about witnessing the natural talent on the track, and human kindness off the track, that legends are made of. And I am damn proud to be a life member of this wonderful fraternity of motocross.

David Stewart
Thornton, CO

Big picture

I enjoyed your articles on Racing At the Crossroads (October 12, issue #40) almost as much as I enjoy road racing as a hobby. As a part-time CCS racer and official, and a full-time businessman, I can appreciate the viewpoints of both the AMA and Mr. (Roger) Edmondson. I have witnessed this sport grow, both by the number/quality of racers, and increased attendance at regional and Pro-National events.

Someone somewhere is obviously doing something right. I believe that person is Roger Edmondson. He has the ability to see the big picture for both the racers and sponsors, and assemble a dedicated team of people to make it happen.

As for next season, AMA, WERA, and now NASB will go head to head. Please don't slap a "no compete" clause on Roger! Let the free market (racers, sponsors, and spectators) decide which will be the premier organization.

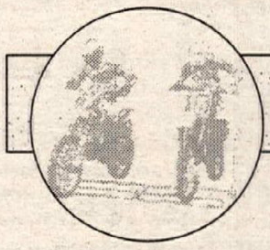
Bob Proctor
Alabaster, Al

Complete confidence

It's obvious that superbike racing in America needs to take a step up. It's time.

There's no reason that superbike racing in America should be so pale in comparison to the world superbike series. After all, it is the U.S. superbike champions who inevitably go on to be the world champions, be it GP or superbike. Just recently we've seen how competitive the AMA superbike riders are, compared with the world superbike riders (Troy Corser).

I truly believe that with the creation of the North American Superbike Series



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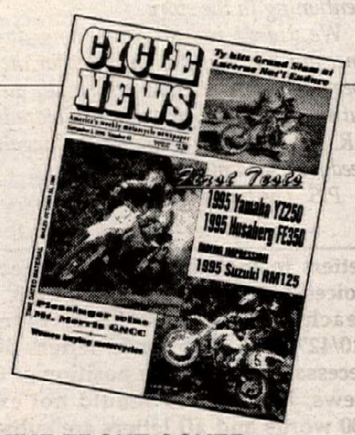

ON THE FRONT COVER

Ty Davis won big at Lucerne Valley; three bikes, three tests. Photos by Kinney Jones, Kit Palmer and Donn Maeda.

(NASB) the sport and class will ratchet upwards.

Having ridden with the AMA/CCS program from 1984 to 1991, I have complete confidence in the abilities of Roger Edmondson. Regardless of what happened at these events, one always had the feeling that Roger was in control.

I wish Roger Edmondson and Pat Murphy luck in their new series and look forward to supporting their events (as a spectator). With the 500cc GP class waning, this may just help to keep things interesting (especially with the Open class).

Greg Flagg
Orlando, FL

Spastic about plastic

Regarding your project bike article in issue #36, September 14, on page 30 (Fit to be Ty's): I appreciate the informative article on your "Ty Davis" project bike. I'm an off-road racer and I too want the best equipment and protection for my bikes. Now for the gripe...Quote: "We tried to avoid going on a spending frenzy, instead concentrating on changes we felt were important."

How "important" is $187 worth of plastic, stickers and an air filter that doesn't improve the bike's performance? And $369 for a carbon fiber tank when you state that the IMS tank does the job just fine? These items seem a big, big waste to me. You left off important goodies like a steering damper, skid plate and odometer. If $4,400 isn't a spending frenzy, then what would be? You can send me all the perfectly good plastic you removed! Why did you spend on such impracticalities?

Mark Haber
Invaders M.C.
Tarzana, CA

We knew changing the fenders, radiator shrouds and graphics wouldn't affect the performance of our project KX, which is why we didn't waste space talking about how those parts performed. Like many riders with worn bikes, we replaced the plastic to make our year-old bike look better. These aftermarket items cost $162.80, or $126.16 less than the stock equivelents.

To quote our article, we used a different air filter because the stocker "came unglued when cleaned in solvent." We felt our readers would be interested in both the IMS and the Moose fuel tanks because the two are such different approaches to the same problem. As we stated in the article, the 4.4-gallon IMS tank is great when you have a long distance between gas stops, but the narrower 3.3-gallon Moose unit is more comfortable for typical enduros. Yes, its $369 price tag is on the high side, which we made a point of mentioning in the story.

We didn't install a steering damper, since our bike was designed not for the high-speed desert races that your club puts on, but the tighter single track of Colorado. The L.R. Racing water-pump guard negated the need for a skid plate...Editor.

P.S. The plastic is in the mail.

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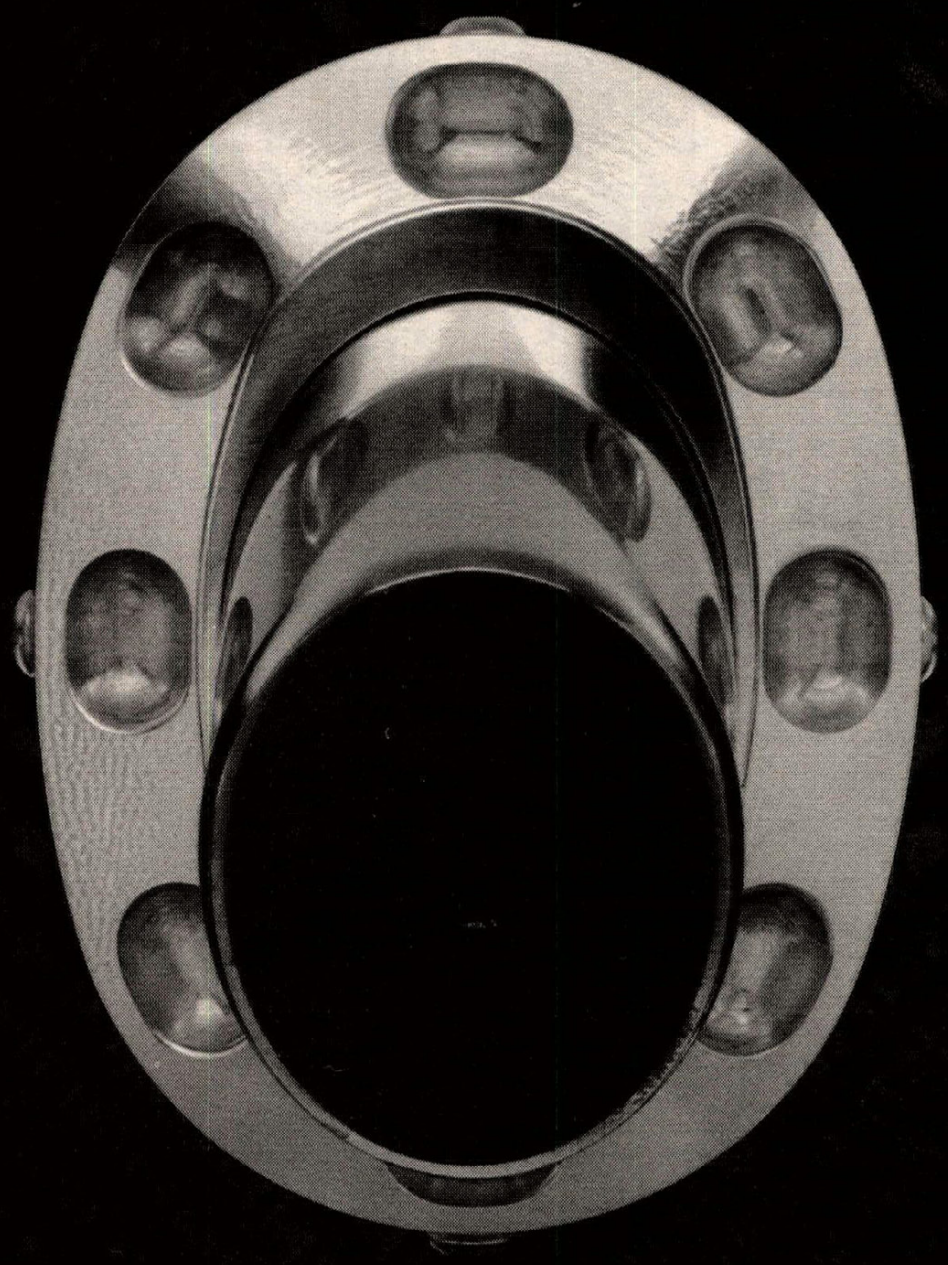
"Off the corner, you just pulled away!"



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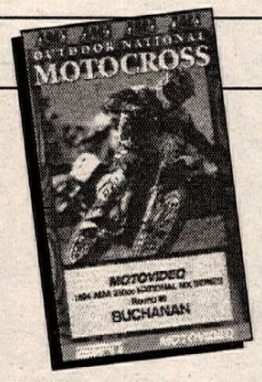

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1994 AMA NATIONAL 250cc MX SERIES

Round 6 - Buchanan, Michigan

(#155E) For the second consecutive event, Kawasaki teammates Mike Kiedrowski and Mike LaRocco provided a show that won't soon be forgotten. This time the stage was the long, hilly Red Bud Track 'n' Trail MX track located near the small town of Buchanan in Southern Michigan. These two provided plenty of fireworks for the July 4th weekend, as LaRocco stuffed his way by Kiedrowski for the first moto win. After the moto, Kiedrowski repaid the favor by launching his bike - riderless - into his teammate! Both riders were later fined by the AMA for their actions on and off the track.

Team Honda rider Jeff Stanton put in strong rides in his home state, to finish on the podium - and then announced his impending retirement at the end of the season. The action was hot further back in the pack too, as Suzuki's Jimmy Button battled with Yamaha privateer Jeff Matiasevich.

47 minutes from Motovideo.

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1995 Yamaha YZ250

Great White

By Kit Palmer
Photos by Donn Maeda

Ed Schiedler, from Yamaha's testing department, had that look in his eyes, and *that* grin. "You're *really* going to like this one," he said while handing over to me Yamaha's latest YZ250 MXer.

But I've seen that look on his face and have heard those exact same words before. *Yeah, yeah,* I thought. *He says that every year.*

"No. I really mean it this time," he stressed. "We've made some pretty *e-ffective* changes. I think you'll like it. Just go out, put in a few good laps, loosen up the suspension and come back in and I'll set the ride height."

Even though my first few laps on the Yamaha were basically to just break in the suspension, I couldn't help but notice the YZ's motor. Smooth, very smooth. The suspension wasn't bad, either - a little harsh, perhaps, but the motor! It really caught my attention.

Then again, last year's YZ wasn't anything to sneeze at either, it was downright fast and powerful. Even the folks at Honda paid it the ultimate compliment by admittedly trying to emulate the '94 YZ's powerplant with their new motor in the '95 CR250. They too noticed how many holeshots Yamaha got this year. Despite already having a wonderful motor, Yamaha somehow managed to make it even better, and this became evident after just a few laps on the bike. There is slightly more power on tap, and the delivery, believe it or not, is actually smoother than before. It's almost as if Yamaha took the best qualities from both last year's CR and YZ motors and combined them into one awesome package. The '95 YZ motor has an electric kind of power delivery - similar to the '94 CR250 motor - powerful yet very controllable.

"That's because of a combination of things," said Schiedler. "Basically we wanted to retain the tractability of the '94 YZ but to improve throttle response and pulling power as well."

They nailed the bull's-eye.

"We added an exhaust resonator to give it a little better performance off the bottom, too" said Schiedler. "Then we changed the contour of the reed valve itself and added a divider to the center of the reed cage. This was done to improve motor response.

"We also went back to the lighter crank but reduced the crankcase capacity by 31cc."

Yamaha also replaced the Mikuni carb with a Keihin mixer, which Yamaha claims improves low- to midspeed response, due to more efficient airflow around the carb's slide.

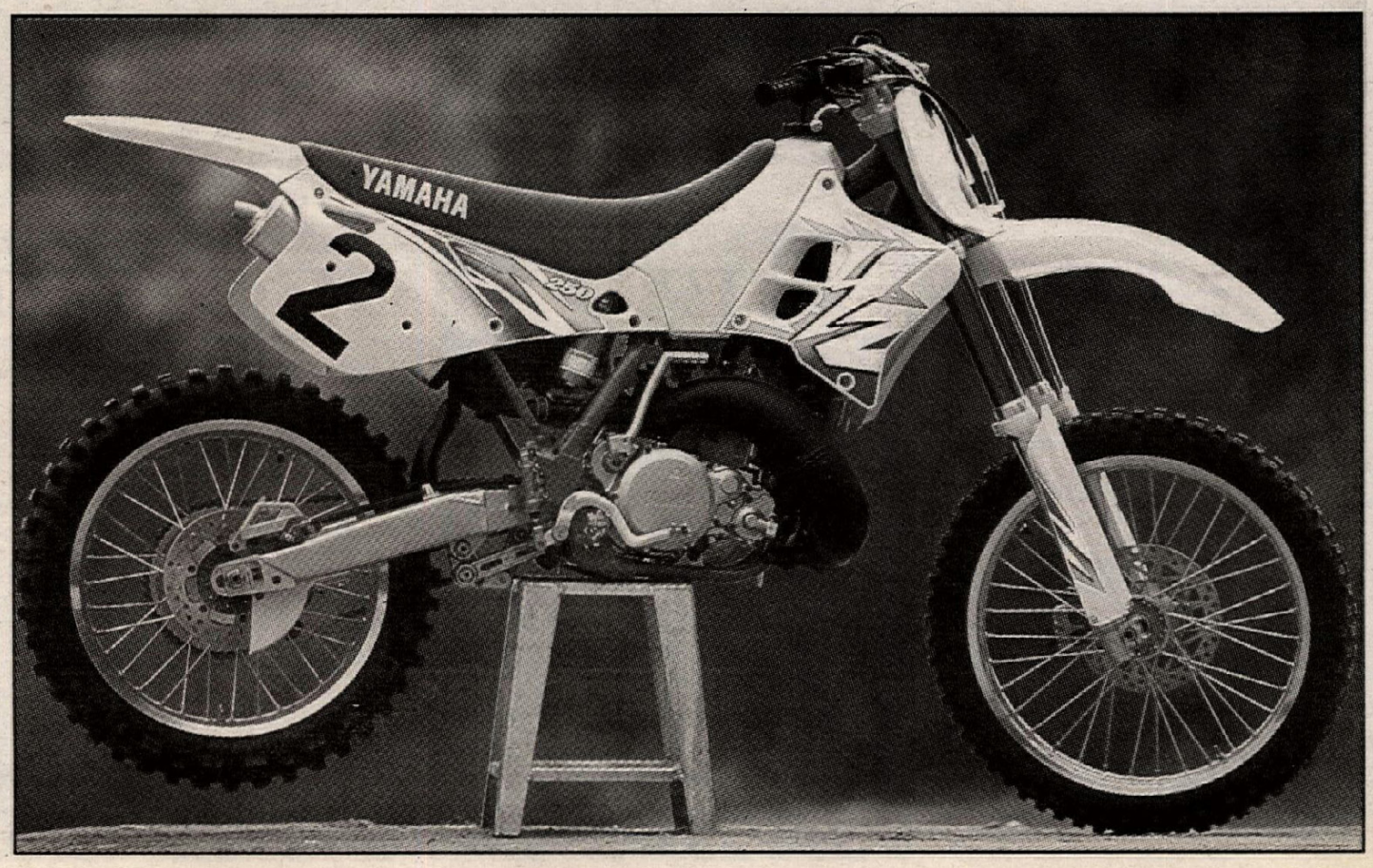
The new YZ also has a new airbox-to-carburetor boot. "The '94 boot had more of a tendency to go around the shock spring; now, we moved the boot out on the airbox, giving it (air) a straighter shot to the carb," said Schiedler. "We also expanded the passageway."

At the other end, the intake manifold was also reshaped.

"And then we changed the governor in the power-valve," said Schiedler. "We changed the point where the power hits by 1000 rpm. It hits much later, now. The valve used to open at 5800 rpm, now it opens at 6800 rpm."

In our opinion, Yamaha made all the

(Above) A super-smooth yet powerful motor make the new Yamaha YZ250 even easier to ride than before. (Below) Whatever rough edges the YZ250 might have had last year have been rounded off for '95, via many small but effective changes.



right changes. And to top things off the stock jetting was spot on and the bike ran crispy clean. No hesitation anywhere, even while landing off large jumps and tabletops.

After many laps, we were ready to set the YZ's ride height on the rear suspension. Initially, the preload was too soft, even for my 160 pounds. As a result, the back end sagged to where the bike would ride in the middle of the shock's stroke, resulting in the harsh feeling.

"Setting the ride height correctly is the single most important factor when dialing in the YZ's suspension," said Schiedler. "I can't stress the importance enough. It should be set at 90mm - for everybody. Believe me, you'll notice the difference."

After setting the ride height to exactly 90mm, the YZ felt like a whole new motorcycle - a much *better* motorcycle, at that. I couldn't believe the difference. Compared to my first outing on the YZ, the back end sat much higher which, overall, made the bike feel better balanced. The bike tracked straighter coming out of the turns and seemed less bothered by acceleration bumps, no matter how squared-off they were.

The back wheel stayed close to the ground and you could simply leave the throttle pegged and let the suspension do the rest. Sweet.

We fiddled with the compression and rebound damping settings a bit and found that, at least for me, the stock setting was just about right. Mainly because of one particular whoop section on the track, we bumped up both damping adjustments by one click. Even on other tracks, I was content with these settings.

The Kayaba shock itself features different valving and the piston is 2mm wider for better sealing, and a new Teflon bearing is used at the shock's upper mount. The linkage is unchanged.

The new fork also contributes to the Yamaha's good feel. The addition of the midspeed valve - basically a new valve stack - helps keep the fork from sagging or dropping into midstroke, so the Yamaha remains at a neutral, or level, attitude. But the valve is designed to let the fork compress significantly, as it should, while knifing through the corners at slower speeds.

"The low-speed valve is more resistant and holds the bike up," said Schiedler of the Yamaha's fork valve assembly. "The valve opens up more for the midspeed bumps, and then the valve pops wide-open for the high-speed hits."

As far a slamming through the whoops and holes, the front end works as good as anything else that we've ridden lately. Every now and then the bike would twitch or shake its head slightly but nothing out of the norm. Some of the slightly heavier riders on our staff talked about perhaps swapping the stock .41 fork springs for optional stiffer .42 springs. We did slow down the rebound damping by one click.

The new YZ is a better turner. "The offset of the forks has been decreased and the head-pipe coordinate was moved forward, keeping the same wheelbase and handlebar position as before but increasing the trail by 5mm," said Schiedler of the YZ's quicker cornering characteristic.

On to other things. Another big improvement this year is the brakes. New stainless-steel discs and brake-pad materials offer excellent feel and braking power. At first, the front brake felt a tad on the spongy side, and the lever would just barely bottom out on our fingers that gripped the bars during those panic stops, but after the pads broke in, the front brake felt nearly as good has the CR's excellent stoppers. Only a fair amount of pressure on the front brake lever is needed to haul in the Yamaha.

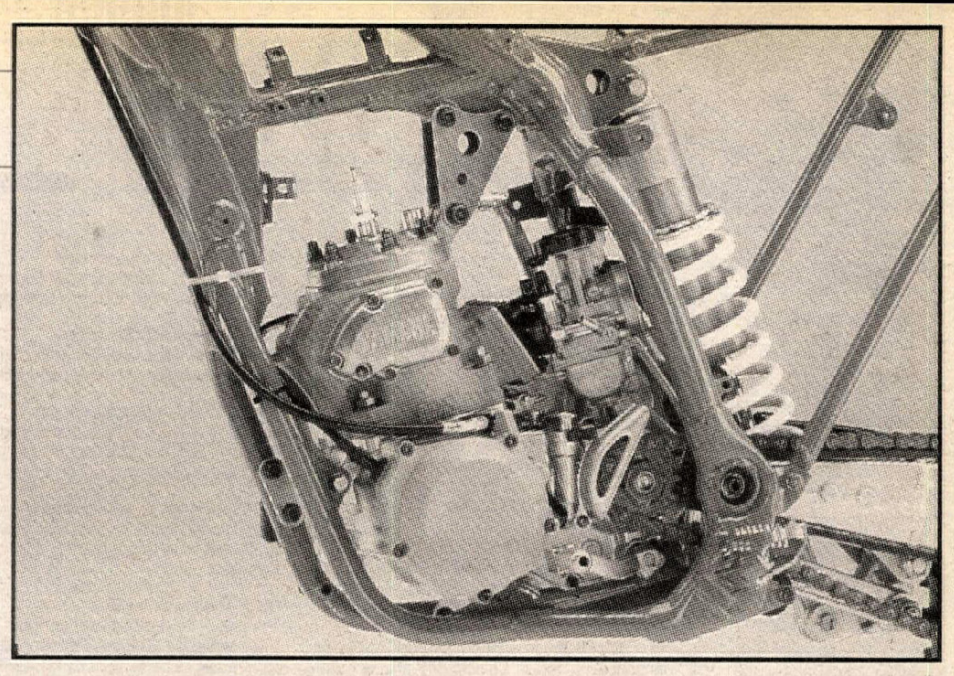
The YZ is exceptionally comfortable. Even the handlebars are tolerable, but the grips needed to be modified with a razor blade. The squared-pattern ridges are quite tall which can - and did - lead to blisters.

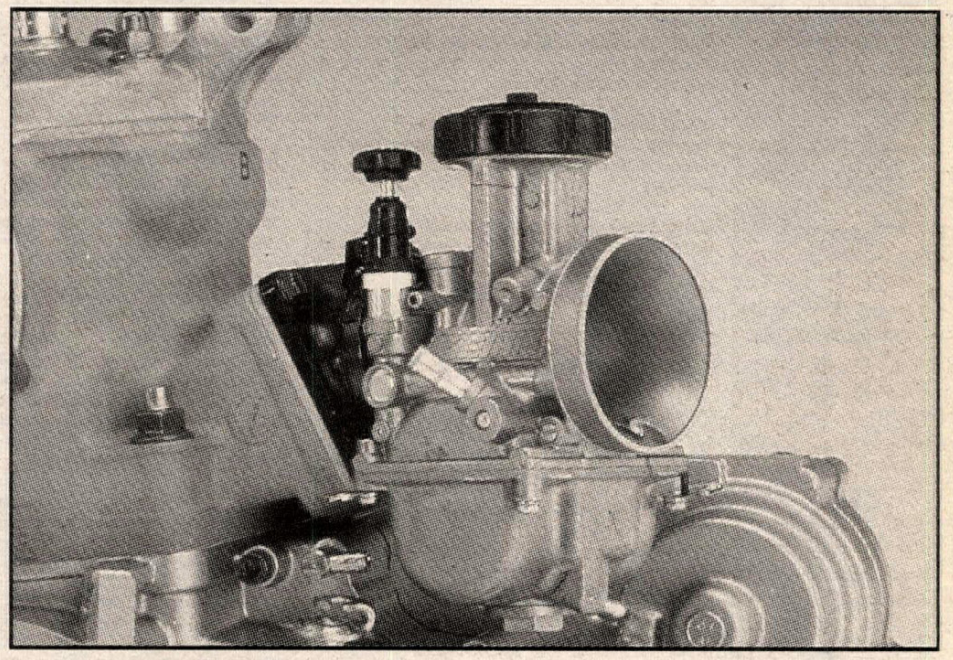
The only little nagging problem some of us had while riding the YZ was getting our big feet hung up on the shifter and brake pedal. There seemed to be little room between the footpegs and the shift lever and brake pedal. We adjusted the ride height of the brake pedal and that seemed to help on the right side, but there wasn't much we could do with the left side. Unfortunately, Yamaha does not offer longer shift levers. Maybe someday.

Other than that, we had no major, or for that matter, minor, complaints during our initial rides on the new YZ. This bike can be raced right out of the crate with no problems whatsoever. More aggressive or heavier riders might want to install the optional heavier fork springs, but we don't see any reason why you couldn't drive down to your local Yamaha shop, lay your $5149 (MSRP) on the table, load the YZ into your truck and haul it directly to your local track and race it - as is.

It really is that good. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.





(Top) An exhaust resonator has been incorporated into the YZ's cylinder. The resonator is designed to give the bike more snap off the bottom. (Above) Last year's Mikuni carburetor was put aside for a PWK38 Keihin. (Bottom) The new YZ will set you back over five grand, but at least you won't be required to spend more money on aftermarket goodies - it's race-ready right out of the crate.

1995 Yamaha YZ250

ENGINE	
Type	Liquid-cooled, two-stroke, single
Displacement	249cc
Bore x stroke	68mm x 68.8mm
Compression	9.0-10.9:1
Carburetor	Keihin PWK38
Ignition	CDI
Transmission	5-speed
SUSPENSION	
Front	Inverted telescopic fork, adj. rebound & compression damping
Front travel	11.8 in.
Rear	Single shock, rising rate link, adj. compression and rebound damping & spring preload
Rear Travel	12.4 in.
BRAKES	
Front	245mm Disc
Rear	220mm Disc
TIRES	
Front	80/100-21 Dunlop 490
Rear	110/90-19 Dunlop 695
CHASSIS	
O/A Length	86.1 in.
O/A Width	33.5 in.
O/A Height	47.8 in.
Seat Height	39.9 in.
Wheelbase	58.9 in.
Ground Clearance	15 in.
Dry Weight	214 lbs.
Fuel Capacity	2.0 gal.
MSRP	$5149

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■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150E) 1994 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo.

(#151E) 1994 Sacramento AMA National MX
Round #2 of 250cc action from the 26th Annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo.

(#152E) 1994 Budd's Creek AMA National MX
Round #3 of 250cc action from Maryland's Budd's Creek MX Park. 47 minutes from Motovideo.

(#153E) 1994 Mt. Morris AMA National MX
Round #4 of 250cc action from the 18th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo.

(#154E) 1994 Southwick AMA National MX
Round #5 of 250cc action from the sandy Motocross 338 track in Southwick, Massachusetts. 47 minutes from Motovideo.

(#155E) 1994 Buchanan AMA National MX
Round #6 of 250cc action from the hilly Red Bud Track 'n' Trail in southern Michigan. 47 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#301E) 1994 Orlando Supercross
Round #1 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#302E) 1994 Houston Supercross
Round #2 of 125cc and 250cc action from the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#303E) 1994 Anaheim Supercross
Round #3 of 125cc and 250cc action from Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#304E) 1994 San Diego Supercross
Round #4 of 125cc and 250cc action from Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#305E) 1994 Tampa Supercross
Round #5 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#306E) 1994 Atlanta Supercross
Round #6 of 125cc and 250cc action from the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307E) 1994 Indianapolis Supercross
Round #8 of 125cc and 250cc action from the Hoosier Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#308E) 1994 Charlotte Supercross
Round #9 of 125cc and 250cc action from Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#309E) 1994 Pontiac Supercross
Round #10 of 125cc and 250cc action from the Silver Dome in Pontiac, Michigan. 47 minutes from Motovideo.

(#310E) 1994 Minneapolis Supercross
Round #11 of 125cc and 250cc action from the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#311E) 1994 Dallas Supercross
Round #12 of 125cc and 250cc action from Texas Stadium in Irving, Texas. 47 minutes from Motovideo.

(#312E) 1994 Seattle Supercross
Round #13 of 125cc and 250cc action from the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#313E) 1994 San Jose Supercross
Round #14 of 125cc and 250cc action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo.

(#314E) 1994 Las Vegas Supercross
Final Round #15 of 125cc and 250cc action from Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo.

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, crisscrossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#401A) '94 British World Superbike
Scott Russell, Carl Fogarty, Doug Polen and Troy Corser go head to head at the opening round of the '94 WSB Series at Donington Park. 47 minutes from Motovideo.

(#402A) '94 German World Superbike
Muzzy Kawasaki's Scott Russell shows impressive form in defending his WSB title in the second round of the series on the legendary Hockenheimring circuit. 47 minutes from Motovideo.

(#403A) '94 Italian World Superbike
Italian pride meets world-class talent as the factory Ducati riders mix it up with Muzzy Kawasaki's Scott Russell and Castrol Honda's Aaron Slight. The 3rd round of the series at Misano on a scorching-hot weekend was loaded with surprises, including mechanical failures, crashes and controversy over legality of top riders' race fuel. 47 minutes from Motovideo.

(# 404A) '94 Spanish World Superbike
Round #4 of the WSB series from Albacete, Spain. Scott Russell crashes in both legs, while Carl Fogarty capitalizes with two race wins for Ducati. 47 minutes from Motovideo.

(#405A) '94 Austrian World Superbike
Round #5 of the WSB series from the wide-open Osterreichring circuit in the Austrian Alps. Fogarty assumes the points lead for Ducati, Scott Russell has another off day, and Doug Polen puts the Honda RC45 on the podium. 47 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the America's Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#251) '94 Phoenix AMA National Road Race
Ferracci Ducati's Troy Corser established his dominance over the Superbike field at Phoenix on a track he had never before seen. Additional classes covered include 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and more. Two 47-minute tape package (94 minutes total) from Motovideo.

(#252) '94 Pomona AMA National Road Race
After much protest & controversy, Troy Corser, Colin Edwards II, Takahiro Sohwa, and Jamie James got down to racing at the Pomona Fairplex facility. Second video covers highlights of action from 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and EBC Challenge races. Two 47-minute tape package (94 minutes total) from Motovideo.

(#253) '94 Laguna Seca AMA Nat'l Road Race
Round #4 of the series from Monterey, California. Pascal Picotte steps into the limelight for his first Superbike win on the Ducati. Support classes include wins by Rich Oliver in 250GP, Mike Smith in 600 Supersport, and Shawn Higbee in TwinSports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#254) '94 Road America AMA Nat'l RR
Round #5 of the series from Elkhart Lake, Wisconsin. Three different brands of Superbikes cross the finish line for the win - within 1 second. Three brands of 250cc GP bikes topped the podium at this event, too. Wide-open racing in every class. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#255) '94 Mid-Ohio AMA National Road Race
Round #7 of the series from Lexington, Ohio. New faces at the front of the pack created a lot of excitement in the Superbike class at Mid-Ohio. Miguel DuHamel put the Harley-Davidson in the lead for a while; at the finish, Vance & Hines Yamaha teammates James and Edwards dueled for the win. James also turned up to dice with Mike Smith throughout the 600 Supersports class for the win. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#256) '94 Brainerd AMA National Road Race
Colin Edwards wins one of the most exciting AMA Superbike races in history. DuHamel leads on the H-D VR1000 for several laps. Bonus tape includes 250GP, 600 Supersport, Harley TwinSports and EBC Challenge. Two 47-minute tape package (94 minutes total) from Motovideo.

(#257) '94 Sears Point AMA National Road Race
The Superbike points race tightened up as Troy Corser crashed the Ducati; Vance & Hines' Colin Edwards swooped to the day's win while teammate Jamie James inherited the series lead. Bonus tape includes action from all the support classes, as the points races tightened up in 600 Supersport and H-D Twinsports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#258) '94 Road Atlanta AMA National Road Race
It all came down to the wire in a suspenseful finish to the '94 AMA Superbike title at Road Atlanta. Titles were decided in support classes, as well. Two 47-minute tape package (94 minutes total) from Motovideo.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Duke Video USA.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year-old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Duke Video USA.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad.

Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for H-D motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" -features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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- ★ 1994 Sears Point AMA National Road Race
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- ★ 1994 Anaheim Supercross
- ★ 1994 San Diego Supercross
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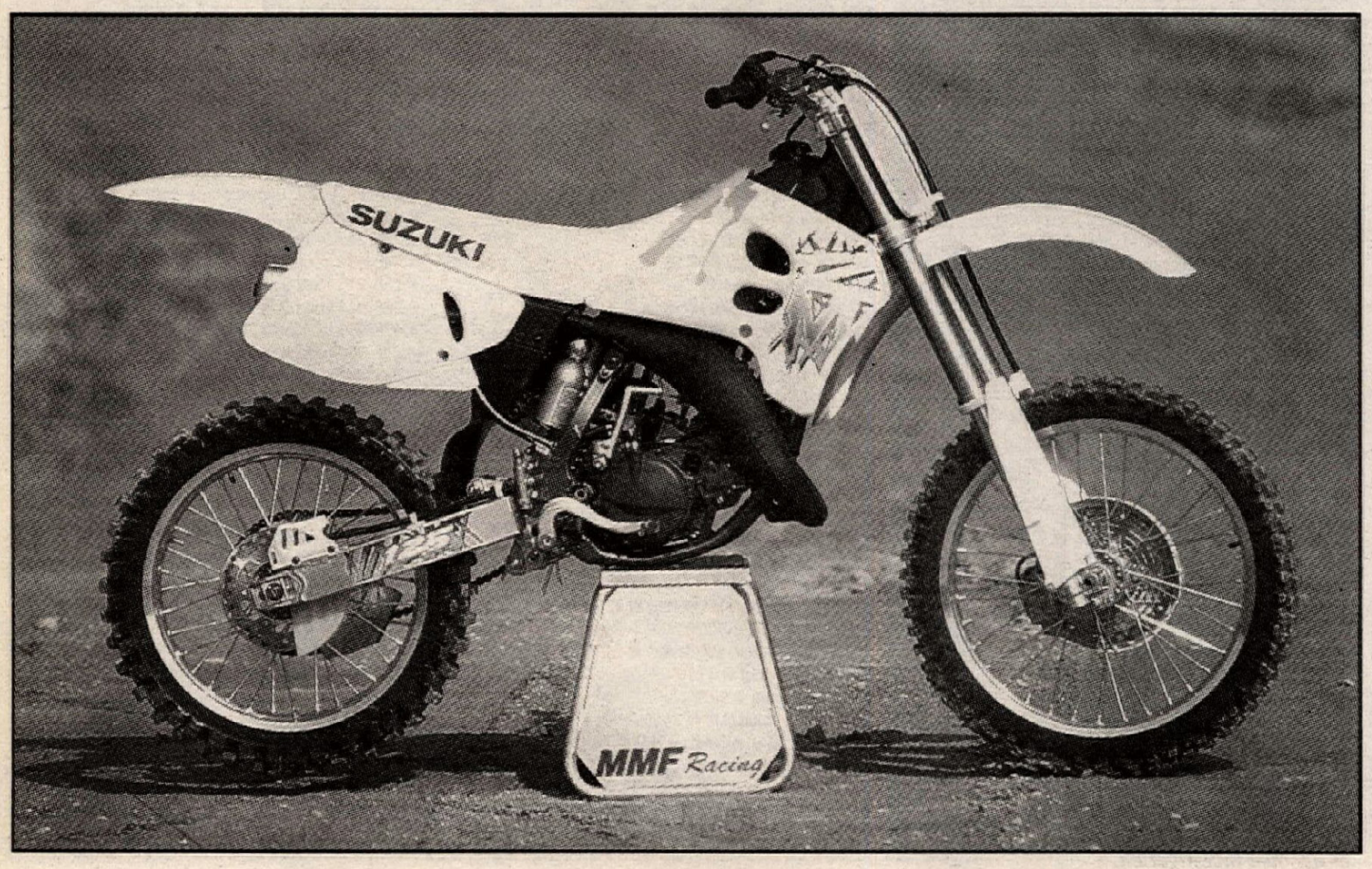


By Donn Maeda
Photos by Kinney Jones and Kit Palmer

Last year, Suzuki RM125 riders Damon Huffman and Ezra Lusk dominated the 125cc Western and Eastern Regional Supercross Championships, and of course, Suzuki incorporated what they learned throughout that win-filled season when they designed the new 1995 RM125.

Refined Twin Chamber Showa forks and a redesigned engine power-valve system highlight the changes made to the newest yellow tiddler, while a few little changes - like a retro pulley-style throttle - round out the package.

We must admit that we were a little disappointed with last year's RM125. While the '93 model packed an adrenaline-inspiring punch, the '94 bike seemed lazy in comparison. Top-end hit was the '94's forte, and the bike had little - if any - low-end power. How, we wondered, did Huffman and Lusk do so well in supercross with a bike that lacked the low-end grunt that supercross tracks necessitate? Obviously, their motors weren't left in stock condition, and this year's RM seems to have really and truly gained some of the specifications that shot Lusk and Huffman to their respective titles.

Engine-wise, the changes made to the 124cc powerplant were simple, yet effective. In addition to their tried and true Automatic Exhaust Timing Control (AETC) power-valve system, the new RM125 boasts a new "Power Chamber," which reduces the exhaust capacity at low rpm. The new exhaust valve system is designed to improve the engine's low- to midrange power delivery.

To make the 125 more durable, the piston features a special molybdenum disulfide and hard alumite coating in the wrist-pin area that is claimed to reduce friction and improve the wear-life of both the piston and cylinder.

A 36mm Keihin PWK carburetor feeds the gas/oil/air mixture into the case reed induction system.

Enough of the technical stuff already! On the track, the new RM125 motor is a blast - maybe even more fun than the lovable '93 engine. Compared to last year's anemic motor, this year's feels like a rocket. Power starts down low - hitting as soon as the revs begin to build - and pulls well into a healthy midrange punch. Unlike the '93 bike, however, the '95 motor doesn't fall on its face. Instead, the motor has a respectable amount of top-end overrun that continues to pull.

(Above left) Thanks to a new power valve design, the new Suzuki RM125 boasts a healthy burst of low and mid-range power. Yes, it's much faster than last year's bike. (Left) As usual, the new RM doesn't look much different than its predecessor.

The most frequently asked question about any new 125 seems to be, "Is it as fast as a Honda?" Well, truthfully - no. The Suzuki RM125 is not as fast as a Honda CR125, but it *may* be easier to ride. On hard-packed, slippery tracks, the violent power of the Honda is sometimes hard to control, whereas the Suzuki's hard, but easier-to-control hit is not as big a handful. Sure, the RM doesn't hit as hard as the CR, but it has an easy-to-use, good all-around style of power. We haven't had the chance to slip an aftermarket pipe on the bike yet, but we're sure that there's plenty of hop-up potential in the little silver motor.

Yes, we like the new RM125 powerplant, but we only wish we could say the same about the rest of the machine. Not that we don't like the bike as a whole, mind you - it's just that there are a few pesky quirks about the RM that we have a hard time getting used to.

Even with the sag set at 95mm, the rear end of the RM feels pitifully soft. Not necessarily when landing from jumps and hammering through whoops - but when powering out of corners. Under acceleration loads, the back end of the bike squats like a sumo wrestler readying himself for a match. Several times, test riders who were unaware of the RM's tendency to squat even pulled off to check for a rear flat tire. Oddly enough, the RM delivers a relatively decent ride, in spite of its sagging rear end. We expected the back of the bike to pack up and begin to swap, but it somehow managed to stay straight.

Turning in the compression adjusters to compensate for the saggy feeling only results in a harsh ride. Cranking down the shock spring to reduce the amount of rider sag also produces horrifying results. We suspect that the initial valving setting needs to be stiffer.

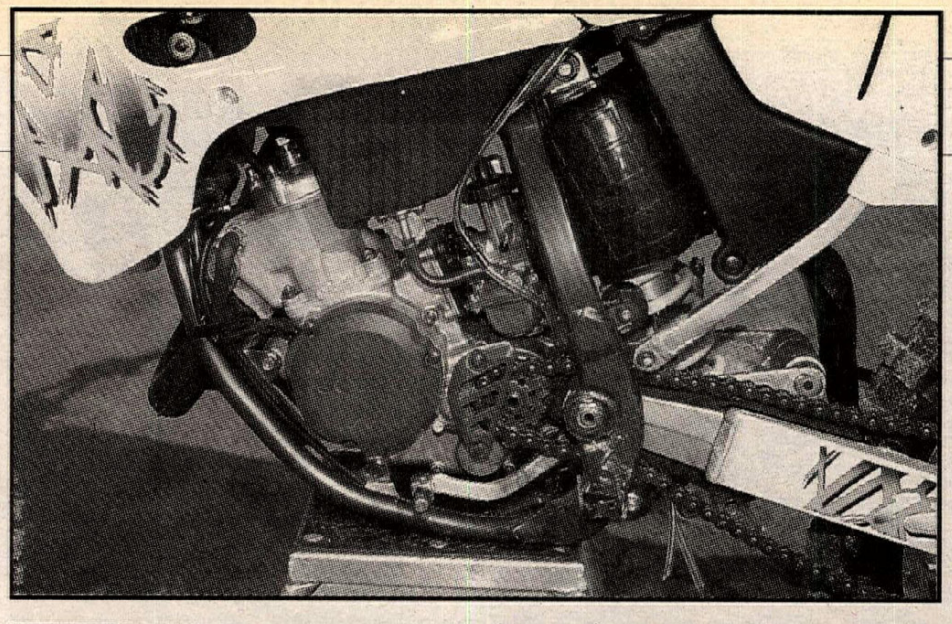
Up front, the Twin Chamber Showa forks deliver a good ride, though they feel a bit harsh in the initial part of their travel. The forks feel somewhat stiff at first, but begin to break in after a few hours of riding time. Once broken in, the front end performs quite well, though it was a little tough to really evaluate it with the saggy rear end. In stock condition, the bike handles most obstacles well, from braking bumps to whoops to jumps. On slap-down landings, the forks deliver a sharp jolt up through the rider's arms, but otherwise do an admirable job of soaking up the hit.

Amongst our testers, only one rider is capable of jumping on the RM125 and feeling comfortable with the bike's ergonomics. Coincidentally, at 5'6", he is also the shortest rider. For the rest of us, the Suzuki has a cramped feeling that gives the sensation of riding "in" the bike, rather than "on" it. Making the transition from sitting to standing is difficult, because the seat dips down at the seat/tank junction. Taller seat foam would probably be the hot ticket. The bike has a wide feeling, but after a few laps it is hardly noticable. The Suzuki is, however, one of the smoothest bikes available - meaning that nothing in the rider's "compartment" protrudes and snags the rider's boots or knees.

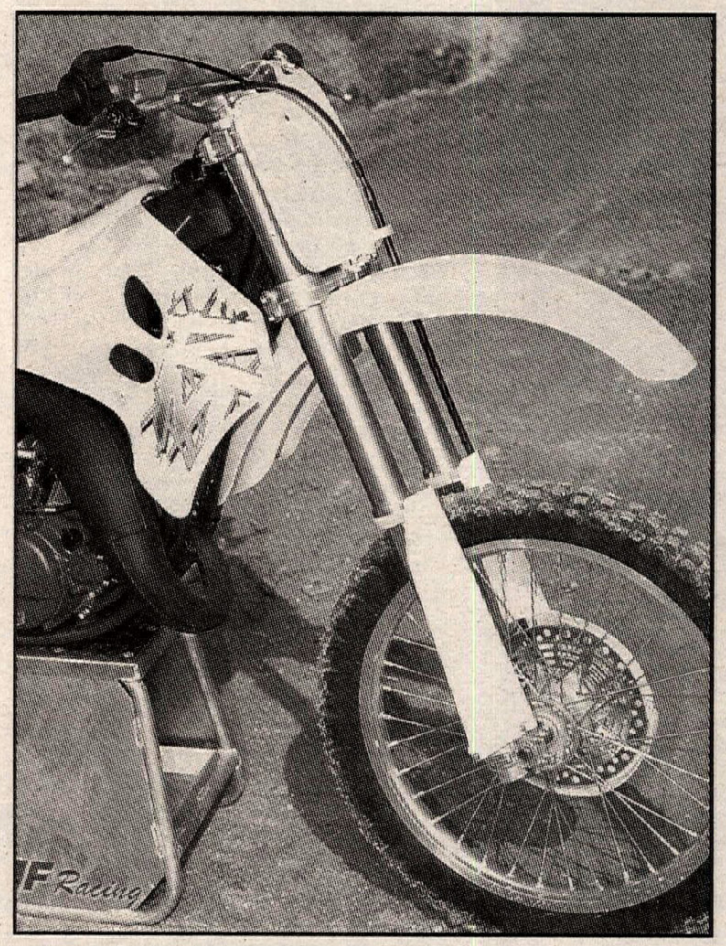
Visually, the Suzuki RM is the last of a dying breed. The only bike that has yet to succumb to the purple invasion, the yellow Suzuki is easy on the eyes. The seat cover does, however, get very dirty and requires liberal amounts of elbow grease to clean up well.

So, what's the final verdict? Apart from the saggy rear end, the Suzuki RM125 is a good bike with lots of potential. In the 125cc class, the engine is the most critical ingredient, and there's no doubt that the RM125 rips. Once the suspension is dialed in, the RM can be the perfect machine for the right rider. And if that rider's a small one - that's even better. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



(Left) The motor may look the same on the outside, but don't be fooled! Inside, lurks a peppy powerband that makes riding the RM a blast. (Below left) The Showa Twin Chamber forks boast the same sliperry coating that last year's 250 forks enjoyed. Though they require an ample amount of break-in, they do an admirable job of smoothing out the ride when the going gets rough.



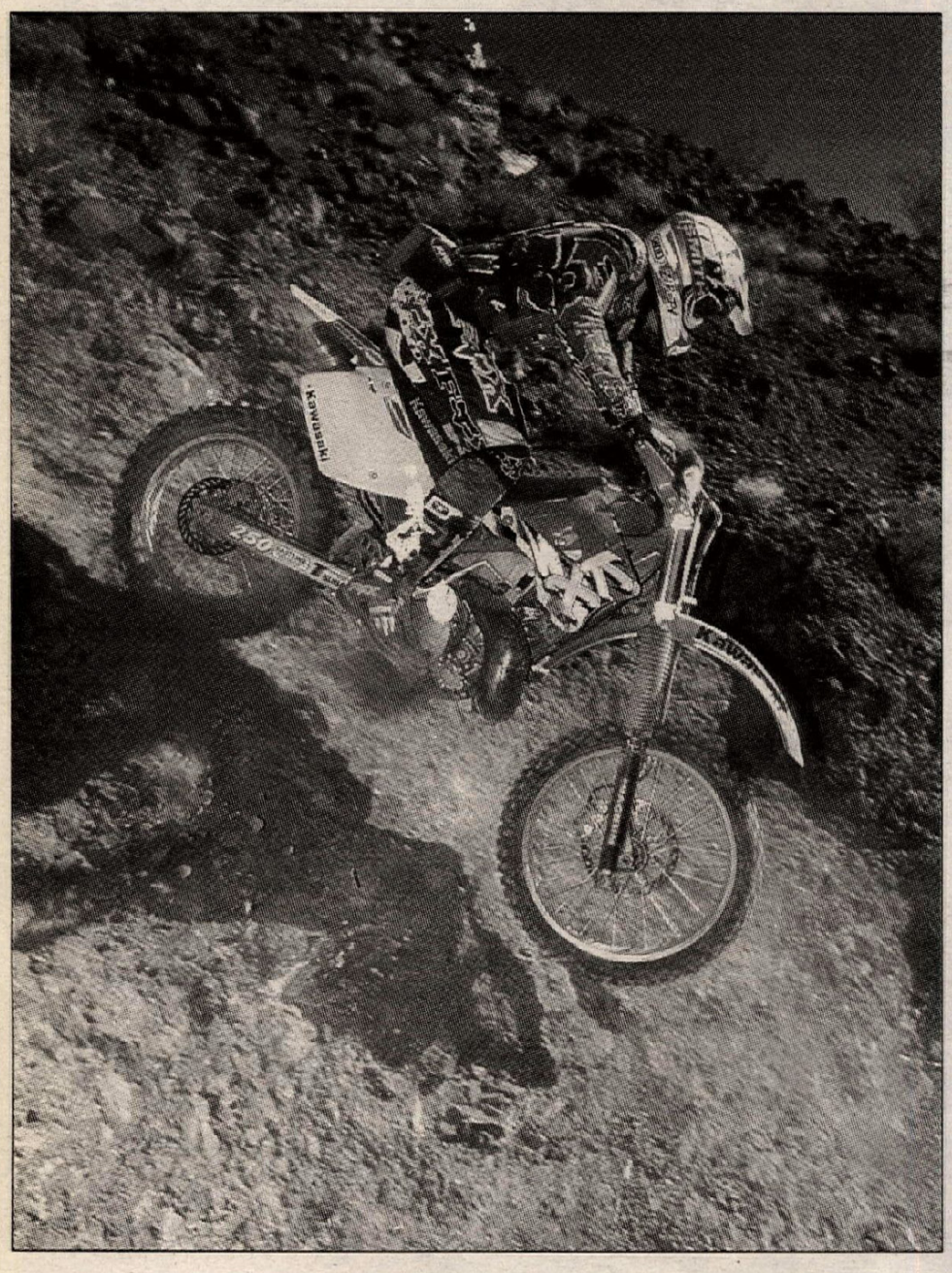
(Above) The accused: under power, the rear end of the RM125 squats down and gives the bike a "chopper" feel. (Left) It may not look like it, but the center of the RM's seat takes a dramatic-feeling dive in the middle that taller riders have a hard time getting used to.

Suzuki RM125

List Price	$4249
Displacement	124cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	54 x 54.5mm
Compression ratio	8.9/10.9:1
Carburetion	36mm Mikuni
Ignition	PEI
Transmission	6-speed
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	56.5 in.
Rake/trail	62°/111mm
Seat height	37.8 in.
Front tire	80/100x21
Rear tire	100/90x19
Front wheel travel	12.2 in.
Rear wheel travel	12.8 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	194 lbs.

Round 8: Ghost Rider National Enduro

Grand slam



By Chris Jonnum
Photos by Kinney Jones

LUCERNE, CA, OCT. 16

With most National off-road series running from seven to nine rounds long, and each including two "throw-away" rides, four overall wins is plenty to earn the prestigious crown. Rodney Smith clinched the National Hare Scrambles title with three victories, and he won four events of the National Reliability Enduro Series to earn that title. Danny Hamel needed just four wins to clinch the National Hare & Hound crown, and Geoff Aaron topped four National Trials rounds to win that series. Even in the 12-race 125cc National MX Series, Doug Henry garnered the title with just three overall victories.

One would naturally assume, then, that Ty Davis has earned a number-one plate for his accomplishments this season. After all, his win at the Ghost Rider National Enduro at Anderson Dry Lake gave the Kawasaki Team Green rider an impressive four wins in National off-road competition. But when it comes to titles, Davis will have to remain content with his 1990 125cc Western Regional Supercross crown - at least until next season. That's because the likable Californian chooses to "leapfrog" from series to series, picking up wins here and there. Some would argue that winning different forms of competition is actually more difficult than dominating a single type, especially when you consider the fact that Davis also won events like the Tecate Enduro and the Adelanto and Virginia City Grands Prix. Of course, he was also the top American rider at the International Six Day Enduro, and there's a very good chance that he'll be a repeat winner of the Baja 1000 come November 12.

"At the beginning of the year, I was sitting and talking with (former Team Green employee) James Degaine, and he said that since I wasn't doing any one series, I should try and rack up as many different kinds of wins as I could," said the Team Green/Fox/Shoei/Smith/FMF/MMF/Braking/Acerbis/Foes Fab/PPS/LR Racing/Dunlop/Tsubaki/Fastline/Endura/Color Crazy/N-Style-sponsored Davis. "My sponsors would rather see me win a championship, because that's worth a lot, but I think it's even more important to win different kinds of races."

Still, the fact remained that Davis was not in contention for the title, and much of the attention focused on Steve Hatch and Kevin Hines, the two riders who have been fighting over the crown for the past few rounds. Hatch had a slight points lead going in, and increased it when he finished as the runner-up. But Hatch denied feeling much extra tension before the race.

"Actually, there wasn't that much pressure, and I ride best in that type of situation," said Hatch. "I think everyone does. I just did all my homework beforehand, and I figured I was ready. I had that roll chart memorized. I told myself that even if Kevin won and I DNFed, he'd still just have a seven-point lead, so it wasn't a bad worst case scenario."

Hines finished fifth, which means that he'll be the one dealing with pressure at the final round in Delaware - an event where the '87 champ has suffered bad luck for the past few years. "I didn't do too good," said Hines. "I *felt* like I was riding well, but things just didn't work out. We'll have to see what happens in two weeks."

In a field that included desert aces like Danny Hamel, Larry Roeseler and Dan Richardson, most people were impressed with the third-place finish of woods specialist Randy Hawkins. "Anytime I can come out here and go home with all my fingers and toes, I figure I did all right," said Hawkins. "I went over the bars one time, but nothing too major."

Hamel was fourth, despite burning three checks. "I burned one on the second loop, and then I burned the first two on the third loop," said Hamel. "The lady let us start the third loop early, so I did, but I had reprogrammed my computer between loops, so when I started it, it was early."

Colorado resident Kelby Pepper finished sixth in his first encounter with the California desert, saying simply, "It was hairball. I didn't crash, because I never went fast enough to crash."

Roeseler and Cycle World magazine editor Jimmy Lewis both survived computer problems to finish seventh and eighth, respectively, with Jim Gray and Donnie Book completing the top 10.

The enduro consisted of three loops, with the first two being relatively easy for a National. Davis, Hatch and Hawkins all headed into the tough third loop with zero points accumulated, while Hines had carded a one. The final 32-mile circuit - run at a straight 24 mph - proved to be the decider.

(Above) Ty Davis earned the overall victory by a whopping eight points, giving him wins in four types of National off-road competition this year. (Right) Steve Hatch took a big step towards earning his first National Enduro title, finishing second.

"I thought the club did an outstanding job," said Hatch. "I had heard that they were a strong club. Win, lose or draw, I was hoping for a fair race, and it was. The mileage was great for there being no trees, and the check placement was perfect. They ran us through all sorts of different terrain. I'd never been through anything like those big rocks before. It was kind of like a big Jungle-gym."

Most riders kept it pinned for the majority of the third loop, and no one could rival Davis' tenacious attack. The Team Green rider was just three minutes late to the last check, carding a low score of 15 points, despite a burned check. Hatch was next-closest with 23, with Hawkins another three minutes off the pace.

"I kept passing fast guys, and that just made me psyched to pass someone else," said Davis. "Near the finish, I almost caught Hines (who started five minutes earlier). I could see him up ahead, but I got dusted out and came in right behind him, on the same minute."

"I think Steve and I could have stayed a little closer to Ty if they would have kept us in that tight stuff," said Hawkins. "They would drop us down in those valleys, and I don't really want to hold it wide-open through there. That's Ty and Danny's job. I'd like to get those guys back in the trees and see how they do."

"I haven't been to an enduro where they beat me by eight minutes," was Davis' response. "Those guys specialize in going really fast through tight woods, and I give them all the credit. They're great at that, but they're not moto-heads. That third loop was basically like a 32-mile moto, and I was aggressive from corner to corner. I imagine those guys got a little tired and backed off here and there. Everyone goes 'Ty's in his backyard. Of course he won.' Well, it was my backyard, but I don't go riding at Lucerne for fun. I'm not looking forward to racing the hare & hound here next week. Besides, I did good at Tulsa, and what was that? Trees." CN

Ghost Rider National Enduro
Lucerne, California
Results: October 16, 1994 (Round 8 of 9)

O/A: 1. Ty Davis (Kaw) 15; 2. Steve Hatch (Suz) 23; 3. Randy Hawkins (Suz) 26; 4. Danny Hamel (Kaw) 27; 5. Kevin Hines (CRE) 31; 6. Kelby Pepper (Kaw) 32; 7. Larry Roeseler (Kaw) 34; 8. Jimmy Lewis (Kaw) 37; 9. Jim Gray (KTM) 42; 10. Donnie Book (Kaw) 42; 11. Tom Webb (KTM) 47; 12. Scot Harden (KTM) 52; 13. Dan Richardson (Hon) 55; 14. Grant Palenske (Yam) 56; 15. Paul Krause (Kaw) 56; 16. Matt Stavish (KTM) 59; 17. James Summers (Yam) 61; 18. Jim McGrath (Suz) 65; 19. Kevin Fisher (Kaw) 66; 20. Robert Baehr (Kaw) 70.

200 A: 1. Larry Roeseler (Kaw); 2. Ron Lawson (Kaw); 3. John Braasch (Kaw).

250 A: 1. Jimmy Lewis (Kaw); 2. Jim Gray (KTM); 3. Donnie Book (Kaw); 4. James Summers (Yam); 5. Kevin Fisher (Kaw).

OPEN A: 1. Dan Richardson (Hon); 2. Paul Krause (Kaw); 3. Forrest Tobin (KTM); 4. Spencer Bloomer (Kaw); 5. Paul Shafer (Hon).

4-STRK A: 1. Johnny Campbell (Hon); 2. Drey Dircks (Hon); 3. Casey McCoy (Hon).

WMN A/B: 1. Michelle Cassella (Kaw).

VET A: 1. Scot Harden (KTM); 2. Grant Palenske (Yam); 3. Jim McGrath (Suz); 4. Gary Dudley (Kaw); 5. Donnie Morrison (Kaw).

SR A: 1. Tom Webb (KTM); 2. Mike Keen (Suz); 3. Bill Postel (Hon); 4. Jack Labrum (Hon); 5. Ken Ehlers (Yam).

S/SR A/B: 1. Bill Rychlik (Yam); 2. Keith Ratcliff (Hon); 3. Ron Miller (Suz); 4. Ernie Mellor (KTM); 5. Dave Krider (Hus).

200 B: 1. Chris Dubowski (Suz); 2. Douglas Shultz (Kaw); 3. Tim Merritt (Kaw).

250 B: 1. Dustin Householder (Yam); 2. Guy Herndon (Yam); 3. Michael Adams (Kaw); 4. Greg Cook (Hon); 5. Paul Smith (Yam).

OPEN B: 1. Rick Gillett (Hus); 2. Michael Ragan (KTM); 3. Andrew Turner (Hon); 4. Dean Teague (Hon).

4-STRK B: 1. Scott Rayvon (Hon); 2. Billy Jones (Hon); 3. Anthony Pico (Hon); 4. Mike Parrott (Hon).

VET B: 1. Rusty Scott (Suz); 2. Tim Schmidt (Kaw); 3. Walter Koch (KTM); 4. Devin Carson (Hon); 5. Mike King (Yam).

SR B: 1. Andy Koch (Kaw); 2. Michael Yelton (Yam); 3. Gary Feener (KTM); 4. Larry Curl (KTM); 5. Jim Borden (Hus).

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (Best 7 of 9 finishes count): 1. Steve Hatch (196/3 wins); 2. Kevin Hines (179/3); 3. Randy Hawkins (154/1); 4. Jeff Russell (115); 5. Kelby Pepper (108); 6. Matt Stavish (78); 7. Terry Cunningham (74); 8. Ty Davis (67/1); 9. Alan Randt (66); 10. Danny Hamel (50).

Upcoming Round:
Final Round - Bear, Delaware, October 30

Briefly...

Apparently no longer content with picking up separate wins in different series, **Ty Davis** says he will make a bid at the National Enduro title in '95. "I'd like to get a championship," said Davis. "I was talking with Team Green, and we decided that I could ride the first few rounds and see how I'm doing. If it looks like I could win, then I'll follow the whole series. I like enduros. It's like a game, because you're always thinking - not just pinning it for three hours. It's the best feeling when you zero a tie-breaker."

Randy Hawkins was happy with his third-place finish, but he wasn't prepared to relocate from South Carolina to Southern California. After the enduro, as local ace **Rob Messecher** headed his truck out of the pits, he called, "Hey, Randy, why don't you come out here next week for the National Hare & Hound?" "Yeah, I think I'll do that," Hawkins dead-panned. "I'll just have to smoke some crack first." New York resident **Steve Hatch** was also ready for some woods riding. "I'm going to fly home and hug a tree," laughed Hatch.

Jeff Russell had some bad luck during the tough third loop. "I bent my chain guide and knocked my chain off," said Russell. "Then I couldn't bend it back. A guy ran over my handlebars while I was working, and when I finally got it fixed, I started my bike and the throttle stuck wide-open."

As is the case with most Nationals, box vans from Kawasaki, Suzuki, Moose, FMF and others filled the pits. But despite the fact that he still stands a shot at the title, CRE rider **Kevin Hines** was using much less luxurious transportation. Hines flew out to California and borrowed an old Toyota pickup truck from MotoWorld 2 host **Jerry Bernardo**. "Hines, do you get paid contingencies for fifth place?" someone asked after the race. "Oh, sure," joked Hines, a part-owner of CRE Imports. "I take my money out of CRE and I spend it."

In order to prepare for his first Southern California enduro, **Steve Hatch** spent some time riding with National Hare & Hound Champion **Danny Hamel** in Boulder City, Nevada. "Danny and his family were great," said Hatch. "They treated me really well." Hatch also thanked his friend **Ray Davis** and Moose Offroad's **Joe Shedron**, both of whom assisted him at the National.

Heading into the final round in Delaware, **Kevin Hines** is literally in a "must-win" situation. With the riders' two "throw-away" rides factored in, **Steve Hatch** will sew up the title even if he DNFs and Hines finishes second. If Hines wins, however, Hatch must finish in fourth place or better. If Hines wins and Hatch is fifth, the two will tie on points and Hines will get the nod by virtue of having more wins.

Newly crowned National Reliability Enduro and National Hare Scrambles Champion **Rodney Smith** is planning to ride the final National Enduro round, which could conceivably either help or hurt his teammate **Steve Hatch**. If Smith wins the overall, it will clinch the title for Hatch, but if **Kevin Hines** wins and Smith finishes above Hatch, it will hurt Hatch's chances. Incidentally, Hatch is also planning to ride the final round of the Hare Scrambles Series in Indiana.

Many of the regulars on the National Enduro circuit were unfamiliar with the District 37 style of running enduros. Whereas most Eastern events are run at straight 24 mph, the Ghost Rider featured multiple speed changes - too much for the memories of some computers to handle. Included was one brief 99-mph section. "My eyes lit up when I programmed that one in on Saturday night," said **Danny Hamel**. Other alien features included high-speed sand whoops, severe dust, boulder piles and seat-sucking downhills.

Despite the technical conditions of the third loop, **Danny Hamel** opted to ride a KX500 in the enduro. "Actually, it worked really well," said Hamel. "It was a little bit of a handful when you had to lift it over rocks and stuff. I wanted to get some practice for the hare & hound next week." Hamel's size no doubt helped him on the big-bore. "For Hamel, riding a 500 is like me riding this bike," laughed KDX200-mounted **Larry Roeseler**.

(Top) Randy Hawkins finished an impressive third in the unfamiliar terrain, but lost any hope of repeating as champion.
(Middle) Fifth-place finisher Kevin Hines is in a "must-win" situation as the series heads into the final round.
(Above) National Hare & Hound Champion Danny Hamel survived three burned checks to finish fourth.

Round 11: High Point Raceway

Tom Norton (4) leads winner Scott Plessinger (6) and the rest of the Pro class at the start of the High Point GNCC.

Plessinger pounds away

By Davey Coombs

MT. MORRIS, PA, OCT. 16

In a race with great implications on who will win the 1994 Grand National Cross Country Championship, Team KTM's Scott Plessinger pulled away from defending champion Fred Andrews to win the High Point GNCC.

"I started the race knowing that I just wanted to keep Andrews in sight all day long," said Plessinger, who is vying for his first-ever Grand National Cross Country title, as well as the first ever for KTM. "I knew that beating Fred today would be hard on his confidence because this is more of his type of track than what the last race at Brownsville will be like. I know I can beat him there, so I figured beating him today would wreck his confidence going into the last round." Andrews needs to win Brownsville and Plessinger must finish third or worse in order for Andrews to reclaim his title.

Rounding out the top five overall were Team Green's Doug Blackwell, Team Yamaha-Sport Cycles Racing's Duane Conner, and Team Mirage's Tom Norton. Scott Summers, the former three-time GNCC champ, was also in the event but dropped out of the running early. He then began helping Plessinger by meeting him at various points of interest on the course and waving him along, pointing out lines or policing the actions of Andrews. Then, on the last lap, Summers' father Wade, a participant in the race, tangled with Andrews on the trail.

"I came up to a place in the back where it's just one bike wide through these old gnarly trees and rosemary bushes," explained an angry Andrews after the incident. "I came around the corner and he was sitting there on his bike with his elbows out. I thought, 'What's this guy doing?' and then I realized it was Scott Summers' dad. So I bumped him in the back end, he puts his hands up, so I start to go around him. Then he sticks his arms straight out and won't let me by! I just ran into the side of him to try to go around, but he tried to grab hold of me, and when he can't do that he shoots his bike into me. I had to kick at him to get him away from me. Now I'm dragging the guy's bike down the trail!"

When asked how the incident might have affected the outcome of the race, Andrews said, "I probably wouldn't have beat Scott (Plessinger) anyway; he rode a great race. But I would like to know why Scott's dad was out there doing that. Scott was already ahead of me and he didn't need any help. I don't know what that guy was doing."

"I saw Scott a couple of times on the trail," said Plessinger of Summers. "I saw him up on the hill and then down in the ravine. He was trying to get me to go the way that Fred was going through the ravine but I never did go that way because you had to drop straight down off a bank. I just figured it was best to go the way I had been going all day. I can pick my own lines pretty good." Plessinger knew nothing about the run-in Andrews had with Mr. Summers, though he did mention that he also came upon the stalled Summers at one point on the trail.

The High Point course was drastically different from the '93 event. The snow and sleet of '93 were replaced by bright, sunny skies. And the muddy hills and creeks were dry and somewhat dusty in the 75-degree autumn weather. The chalky trail, which included parts of the High Point National MX track, measured approximately eight miles per lap with lap times hovering around the 20-minute mark.

A master of the dead-engine start, Blackwell, on his Team Green/Answer/FMF-backed Kawasaki, flat-tracked his way through the grassy first turn with the early lead. However, just a few miles into the race, Pro class debutante Gene Onail worked his way into the lead followed by Blackwell and Honda of Troy's Tom Carson. At the back of the lead pack were Andrews, Plessinger and Summers, each of whom seemed content to let the start traffic settle before making moves towards the front.

Halfway through the first lap Andrews put in two fast miles and made the jump from sixth place to first. He entered the scoring barrels about 10 seconds clear of the rest of the pack. Early contenders Onail and Carson were already falling slightly off the pace. Once Andrews made his break towards the front, Plessinger went right after him leaving the rest of the pack behind so that they could decide this win between themselves. The oft-injured Scott Summers, a big question mark going into the race, dropped out after the first lap.

"I just wasn't able to compete, but I had to come here to find that out," said Summers, who has been trying to recover from the wrist he injured at the ISDE last month. "I didn't want to be sitting at home thinking that I might have an opportunity to win this race. I came out here to try but now there's no doubt in my mind that I cannot win the championship. My hand just isn't good enough to hold on to my motorcycle. Now I think I'm going to take the rest of the year off and let myself heal up for '95."

However, rather than leave the race entirely at High Point, Summers began playing a support role for Plessinger. The six-time GNCC and National Hare Scrambles number-one crisscrossed the woods and fields to cheer and wave on Plessinger, often times pointing out lines to the KTM rider.

"If Andrews' pit crew can ride around on their pit bikes and point out lines to him, why can't I do that for someone else?" said Summers. "Until the series organizers develop some kind of rule that prevents people from doing things like riding pit bikes to trouble spots and using radios to call out times and information from the trail, Andrews has an advantage over the rest of us. I'm out of the championship, so I'm just trying to even things out for Plessinger today."

Not that Plessinger needed much help at High Point, though. He rode shotgun to Andrews all day long. Even on the motocross track, where many felt Andrews would excel, the KTM pilot held his own with the former pro motocrosser.

"Actually, I've been practicing a lot of motocross lately," said Plessinger. "I built a track by my house and I've been spending more time on that than in the woods. It helps my speed and it gives guys like Andrews and Rodney Smith less of an advantage than what they've had in the past."

Further back rode Conner, who has himself been on a hot streak this fall. "I took it easy at the beginning to see how the track would set up," said Conner. "The track is pretty rough and rutted and I just wanted to get through the first laps without any real problems. After that, I started riding pretty good and making up time. But I like to use the motocross tank instead of the oversize because it handles a lot better. Unfortunately, I lose too much time making that extra pit stop. As soon as I got into third I had to stop for gas and two guys passed me back."

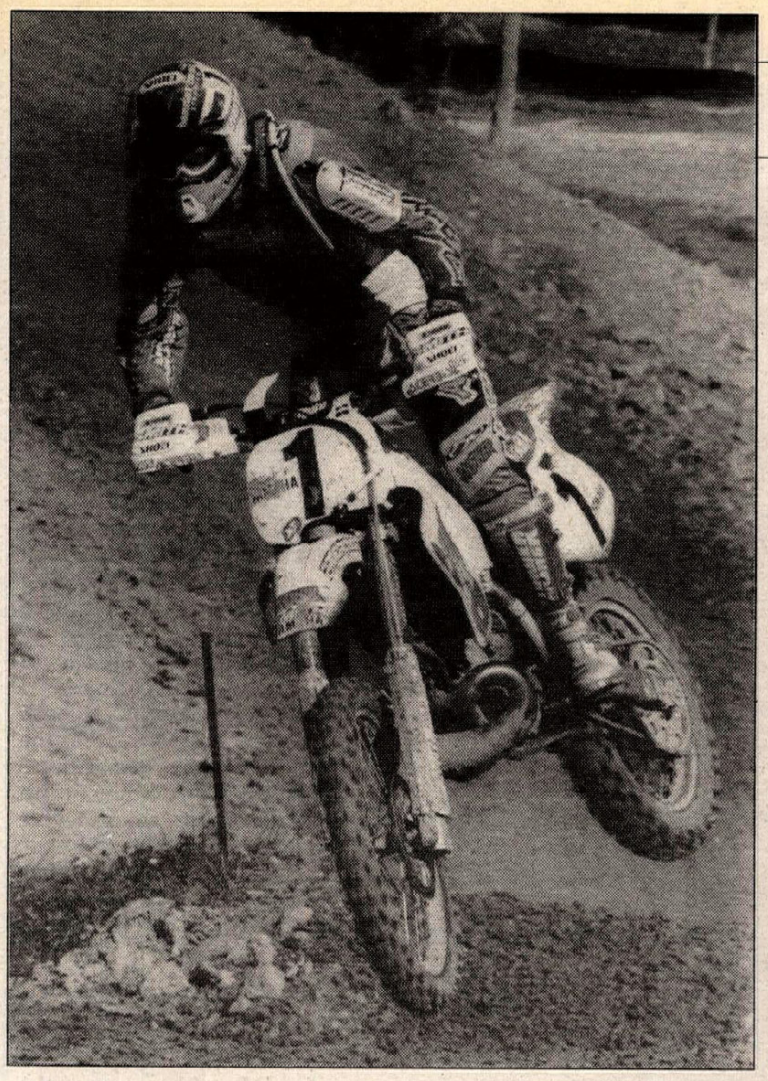
After an hour and a half Plessinger made a play for the lead entering the last mile of the track before the pits. However, Andrews was able to hold off Plessinger as they entered the fueling area and, because their stops were uneven, opened another 10-second lead before Plessinger got back on the track. But after Andrews made his own stop on the next lap, his lead cushion was erased all over again.

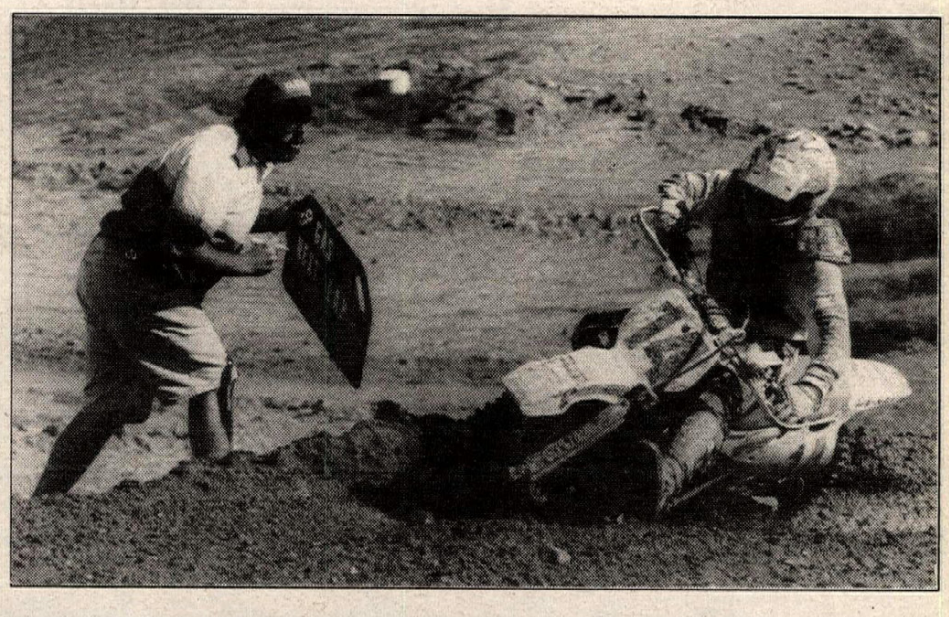
"I just wanted to follow him for a while," said Plessinger of his early strategy. "It seemed like I could hang with him but I don't think he was pushing it very hard on the first couple of laps. He seemed to want to go just fast enough to keep me behind him. Once I passed him I just never let up and pushed as hard as I could. I pulled out about 20 seconds on him that last lap before my muffler fell off and the bike started running bad. I was just kind of cruising the last couple of miles."

While Andrews and Plessinger were still riding in tandem, Blackwell began knocking seconds off their lead time and was soon within 15 seconds of the pair.

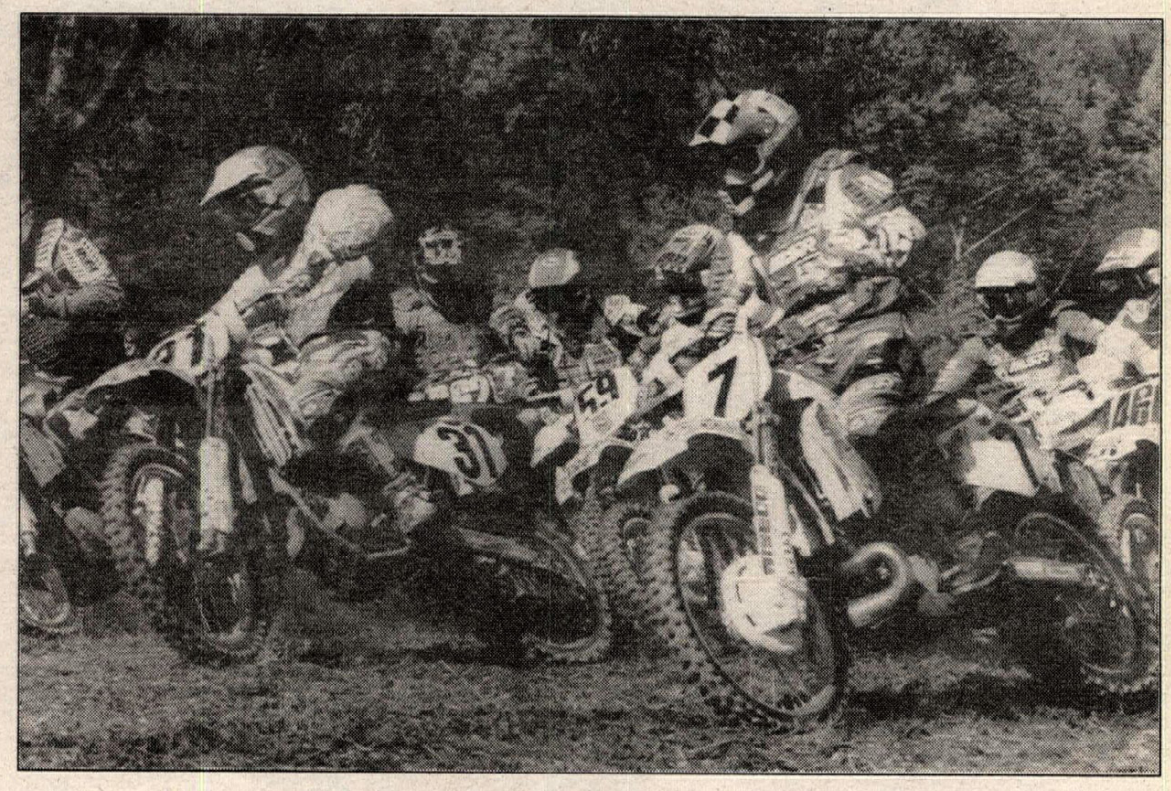
"At first I was little tight," said Blackwell, who went on to post his best finish of the series, "but it wasn't forearm pump or anything. I just couldn't get into the groove. Once I gassed I got away from Carson and Duane and those guys and just started riding my own race. I got within about 15 seconds of them but I couldn't get any closer." Had Blackwell stayed on the gas he might have caught Andrews on the last lap when the incident with Summers Sr. took place approximately halfway through the last lap.

When asked about what happened on the last lap, Wade Summers replied, "I don't know. I don't know who it was (that ran into him). I got knocked over two or three times. I got water in my tank and every time I hit a bunch of whoops it kills the engine. Back in the woods it died a couple of times and I think I held some people up. As a matter of fact Plessinger came up behind me and yelled, so I laid





(Left) Fred Andrews, the defending champ, gave Plessinger a run for his money but came up short at the end. Andrews ended up second and now trails Plessinger for the series title with just one round remaining. (Right) Duane Conner was an early contender for the lead before settling into fourth place where he would finish.



it over and let him by. I just had a lot more trouble that last lap than I did earlier. The bike would start to bog but it wouldn't completely conk out." And what about the scuffle with Andrews? "I don't even know who he is."

Summers also had a tangle with brothers Brian and Frank Keegan, who were dueling together for the 250cc A class win. "Frankie was bumping my wheel and I was yelling at Summers to move over," said Brian Keegan, who ended up winning the class. "I bumped into his wheel and he fell over. He got up and went after my helmet, trying to drag me off my bike. Frankie was hit in the legs when he was trying to get me, then he (Summers) just kind of settled down. It was weird."

Andrews was in a state of anger when he crossed the finish line, but it had more to do with the last lap then Summers' self-appointed security role on the trail "I saw Scott Summers out there going from place to place telling Plessinger how far ahead he was," said Andrews. "I don't care about that. It's actually good because it shows that he likes somebody."

"I was just a spectator today," said Summers. "It's not very often that you get to ride around and watch one of these things."

"Towards the end I started getting a little tired," said Blackwell, who settled for third right in front of Conner. "I knew Duane was back there. He caught me at the first checkpoint, and from there on out we had a great race to the finish. He stuck a wheel in on me one time and almost got me, but I shut the door on him and then just tried to get some lappers between us and stir up as much dust as I could to slow him down! I guess it worked."

"I think I needed a 900 today," joked Norton, who was piloting his tricked-out KDX200 on the fast High Point track. "I didn't get a very good start and I got dusted in the beginning. Basically, I just stayed where I was in fifth place all day long. I fell twice but one time a guy got hung up in a big vine and I had to swerve to miss him. I went off to the side and got my chest protector caught on my handlebar. It was weird because that's never happened to me before."

(Right) Daryl Conner (31) and Tim Shephard (7) finished second in their respective classes - Conner in the 200cc A division, and Shephard in the Senior A class. (Below right) Scott Plessinger is one win away from wrapping up his first GNCC crown.

"I'm still not fast enough," said Carson. "I've got to get faster and smoother in the woods. Those other guys are so smooth and I'm still a little bit erratic. I've got to dodge those trees quicker. I'm just going to have to start going out into the woods where there's no trails and go as fast as I can, picking lines and avoiding trees."

"I know I can finish behind him at the last race and still win the championship but I would rather just beat him" said Plessinger of the grand finale coming up on Halloween weekend. "I want to prove that I belong up there at the top." CN

High Point Raceway
Mt. Morris, Pennsylvania
Results: October 16, 1994 (Round 11 of 12)

O/A: 1. Scott Plessinger (KTM); 2. Fred Andrews (Yam); 3. Doug Blackwell (Kaw); 4. Duane Conner (Yam); 5. Tom Norton (Kaw); 6. Gene Onail (Kaw); 7. Tom Carson (Hon); 8. Jeff Lauth (Kaw); 9. Daryl Conner (Yam); 10. Barry Hawk (Suz); 11. Brian Keegan (Yam); 12. Rodney Judson (Hon); 13. Jeff Murgel (Yam); 14. Frank Keegan (Yam); 15. Tim Shephard (Yam); 16. Shawn Brell (KTM); 17. Ron Palermo (Yam); 18. Todd Morain (Yam); 19. Rick Lukaesko (Yam); 20. Duane Sprouse (Kaw).

OPEN A: 1. Richard Bryan (KTM); 2. Michael Matoszkia (KTM); 3. Wayne Perdue (KTM); 4. Andy Kendle (KTM); 5. Greg Holden (KTM).

250 A: 1. Brian Keegan; 2. Frank Keegan; 3. Palermo; 4. Morain; 5. Lukaesko.

200 A: 1. Lauth; 2. Daryl Conner; 3. Curtis Bardonner (Yam); 4. Chris McDonald (Kaw); 5. Bill Bagwell (Yam).

4-STRK A: 1. Hawk; 2. Judson; 3. David Black (Hon); 4. Ralph Thorn (Hon); 5. Don Bohn (KTM).

VET A: 1. Murgel; 2. Shephard; 3. Callic Ward (Yam); 4. Darryl Kuenzer (Yam); 5. Russell Cherry (Hbg).

SR A: 1. Mickey Dorman (KTM); 2. John Gallagher (KTM).

S/SR A: 1. Harry Greenlee (Yam); 2. Wade Summers (Hon); 3. Donald Harless (Yam); 4. Dave Coombs Sr. (Yam); 5. Donald Rice (TM).

OPEN B: 1. James Ott Jr. (Yam); 2. John Grimm (Yam); 3. Elmar Kruzu (KTM); 4. Trent Bartolotti (Yam); 5. Neal Singleton (KTM).

250 B: 1. James Rodgers (Yam); 2. Craig Cieslak (Hon); 3. John Gallagher (Suz); 4. Mike Denison (Suz); 5. Kraig George (Suz).

200 B: 1. Jim Jarrett (Yam); 2. Ronald Johnson (Hon); 3. Robert Thompson Jr. (Kaw); 4. Paul Chaney (Kaw); 5. Dave Ash (Yam).

4-STRK B: 1. Mark Martin (Hon); 2. Joseph Lukaesko (Hon); 3. Timothy Harmon (Hon); 4. Scott Fontaine (Hon); 5. Thomas Evans Jr. (Hon).

VET B: 1. Donald Bigley (Yam); 2. Adam Cadle (Yam); 3. David Molnar (Yam); 4. Jaisson DeRoche (Yam); 5. Clark Munger (Hus).

SR B: 1. Mark Moddox (KTM); 2. Richard May Jr. (Yam); 3. Frank Erbe (Yam); 4. David Demer (Yam); 5. Ron Piro (Yam).

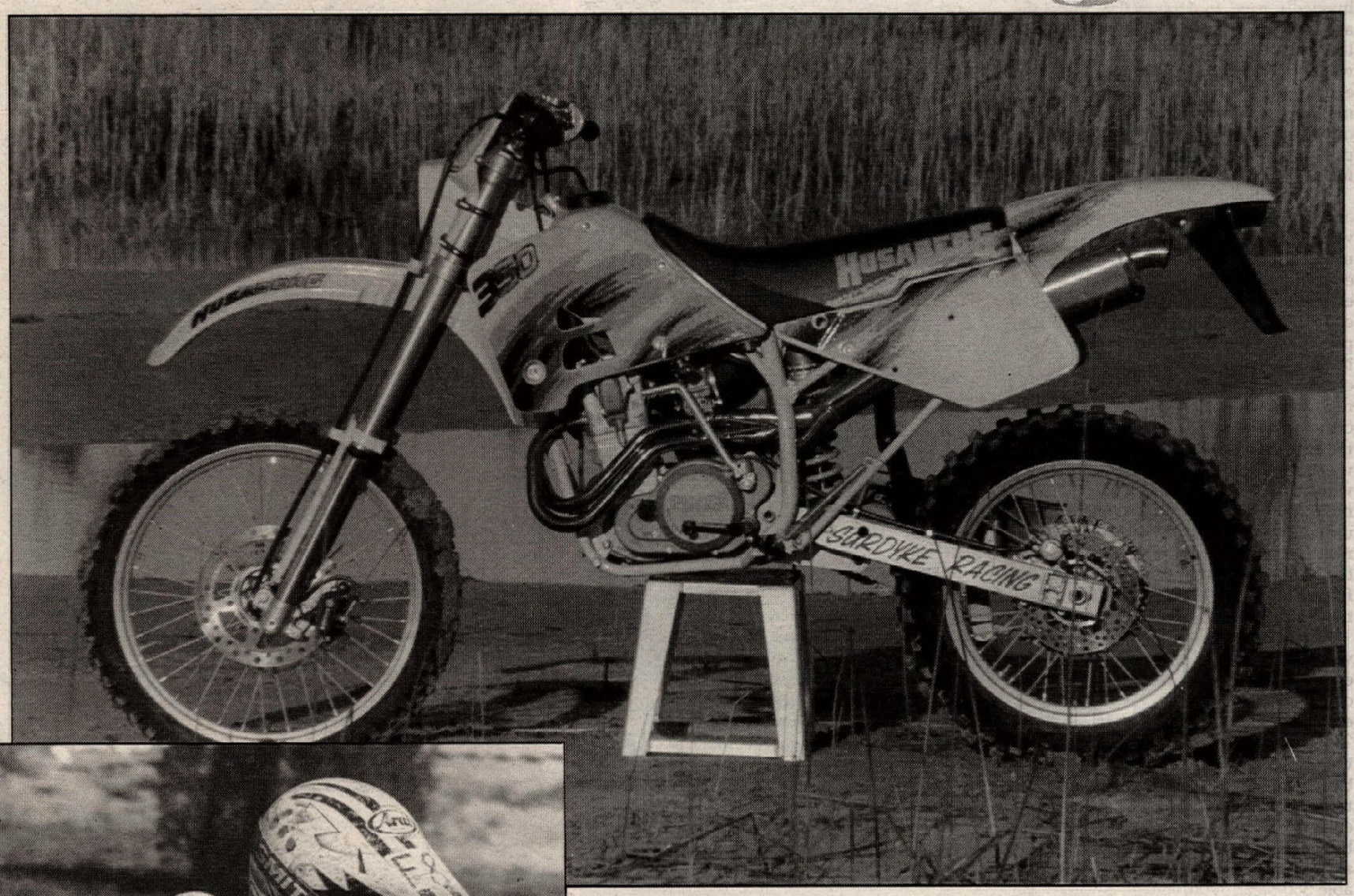
200 C: 1. Richard Wilson (Kaw); 2. Richard Wagner (Kaw); 3. Matthew Bennett (Kaw); 4. Jeremy Berwanger (Yam); 5. Jason Jarvis (Hon).

250/OPEN: 1. Jeremy Jarvis (Yam); 2. Daniel Kendra (Yam); 3. Craig Lusk (Yam); 4. Michael Studvick (TM); 5. Lee Lavely (Hon).

MINI: 1. Steven Graves (Kaw); 2. Isaac Aekels (Kaw); 3. Andrew Johnston (Kaw); 4. T.J. Sullivan (Suz); 5. Erik Ackels (Kaw).

Upcoming Rounds:
Final Round - Bunner Ridge, W.V., Oct. 30

How's a 'Berg?



(Right) Most of Husaberg's reputation has been earned with the highly acclaimed 501, but their 350 is also a serious race weapon. For 1995, the tiny Swedish manufacturer has incorporated several small updates. (Below) We tried out an FE 350 at the infamous Flat River Grand Prix.

By Chris Jonnum
Photos by Pat Hanes

The final motocross test is a climactic experience at any ISDE, but few can compare to the Lightweight Four-Stroke moto at Tulsa this August. In that class, Swede Anders Eriksson came into the last day in second place, five seconds ahead of third-placed Mario Rinaldi. And if he had a great moto, Eriksson could conceivably take over the lead from Arnaldo Nicoli. Unfortunately for Eriksson, a first-turn crash put him at the very back of the pack. A desperate, flat-out charge by the Swede came up just short, and he slipped to third in the final standings.

Still, my mind had been etched by the image of Eriksson flinging his Husaberg 350 around like a 125, posting what I am sure were the fastest lap times of the day. And I recalled the performance a week later when Husaberg called and invited me to try out one of their '95 models at Missouri's infamous Flat River Grand Prix.

"Which bike would you like to ride?" asked Greg Surdyke, Husaberg's sales manager. "We've got a couple fire-breathing 501s you may be interested in, or maybe if you're nice, Chuck Sun will let you try out the 600 that he raced in a couple MX Nationals this year."

"Do you have a 350?" I asked, visions of Eriksson dancing in my head.

"A 350?" asked Surdyke. "I guess so. Why, are you bringing your girlfriend?"

FLAT RIVER FLYIN'

The bike I used had been ridden by a Frenchman in the ISDE, but luckily for me, he had dropped out after just one day. The FE 350 had Acerbis Rally handguards and a Moose front foam insert installed, but was otherwise stock.

For 1995, Husaberg has switched to an intake manifold with a steeper angle into the cylinder head, and designed a different flywheel cover. The crankshaft gear and shift forks are beefed up, and lighter clutch springs are now installed. The triple clamp, which is machined from solid aluminum, has a different offset than last year, and the 57mm WP inverted fork uses different valving. The steering stops are revised and relocated, and the subframe is reinforced. A stronger mounting system is used on the large, single radiator, as well. The front binder received a different master cylinder with more adjustment, and the rear brake pads can now be replaced while the wheel is on the bike. Hurried tire changes should also be easier, as the rear wheel spacers are now fixed in place. The pegs were widened by welding extensions to the back. Appearance-wise, Husaberg slapped on a set of Bold New Graphics and switched to a stainless-steel exhaust system.

I had intended to try out the bike on Saturday, but a steady rain prevented any helpful testing, so I contented myself by mounting a fresh rear tire, changing the oil and loading the bike up, then getting a good night's rest.

I didn't really know what to expect, never having ridden this type of event before, so, as I waited on the start line, I struck up a conversation with a couple of Honda XR-mounted brothers who were

on my wave - Kenny and Keith McGee. After explaining my situation, I knew I was in trouble when they said, in unison, "Hey, *you're* the guy who wrote that editorial about how much you love woods riding. You'll probably do great here!"

I admitted to being the author, but hurriedly tried to explain that my skills at woods riding weren't in the same league as my love for it, and that this was in fact the furthest east that I had ever raced. For one thing, the start had me nervous. We were lined up in waves on the town's main street, and were supposed to leave in two-minute intervals, following an ATV "pace car."

I was entered in the Four-Stroke class, and our wave was the sixth to leave. As we reached the end of town, the ATV made a right turn off the road, and everyone else turned left. Well, *almost* everyone. A couple of guys apparently didn't notice the arrows, and a huge pileup was the result. Fortunately, my timid approach allowed me to avoid the carnage, and I was about midpack as we made the single, crowd-pleasing river crossing. I had heard horror stories of the stream being deep in past years, and was happy that the Husaberg's air intake was so high. The primary air filter is mounted where the left side of the tank usually is, and a secondary intake resides on the frame's backbone, below the tongue of the seat. Not only are the filters mounted nice and high, but they're easy to access.

As it turned out, however, the water was only a couple of feet deep, and we entered the main course with little difficulty. The early part of the loop consisted primarily of tight woods, and the 'Berg worked perfectly. I hooked onto the single-file freight train through the trees, waiting for riders of bigger bikes to make a mistake. I knew from experience that muscling the heavy, powerful big-bores around required a lot of effort and concentration, and the more flickable 350 steadily advanced through the pack. At first, the FE seemed to want to stand up when taking the inside line in corners, but the feeling subsided as I became familiar with the machine.

We began to pick off some of the slower two-strokes from the waves ahead of us, and soon, we arrived at a gnarly uphill, where a bottleneck had started to develop. I easily picked my way through the carnage on the tractable bike, and when I arrived at the top, I was near the front of my class. My heroics were short-lived however, as I missed a turn soon after, and was several positions down by the time I rejoined the fray.

Stuck in the middle of the freight train once again, I was still enjoying the Husaberg until we came to another slight bottleneck, where I killed the motor while waiting for my turn at the obstacle. Though tractable, the 'Berg has a light flywheel and piston, so it is easier to stall than other thumpers. In the past, I've ridden two Husabergs - a '93 FE 501 and a '94 FC 501. The '93 was a breeze to fire up, while the '94 was next to impossible. The '95 FE 350 I was riding was somewhere in between. It had been hesitant to cold-start that morning, and it refused to start while in gear. The high-mounted, left-side kickstart lever didn't help matters, nor did the fact that my bike seemed to be jetted a tad rich. My goggles fogged up from the effort and I had to remove them. Husaberg is working on an electric start option, which should ease starting at the expense of extra weight. Personally, I'd just like to see the manual starting improved.

The overall leaders would run five laps on the 20-mile course, and I was scheduled to pit after the second and fourth loops. The comfortable, low-hanging, two-gallon tank was easily capable of going at least 40 miles, but I stopped at the end of my disastrous first lap to get fresh goggles.

The bike continued to work well through the rest of the race, towing my tired carcass back up through the pack. The motor was great in the tight woods, and still performed decently on a long, sandy uphill and on a one-mile sand whoop section into the pits. No, it doesn't have the acceleration of an open-class thumper, but it's faster than any 350 I've ever ridden. For those that want something in between, Husaberg is developing a 400 that they may begin selling. Like KTM, they realize that most customers aren't entering their bikes in Qualifiers or the Six Days - the only events to offer a 350cc class.

Like the motor, the fork and shock seemed a good compromise. The course began developing some good-sized stutter bumps late in the race, and both ends rebounded well and didn't pack up, though the fork wasn't as plush as the conventional Marzocchi on the KTM I rode a week later. The bike was a tad wallowy in the whoops, so Western riders will probably opt for stiffer spring rates.

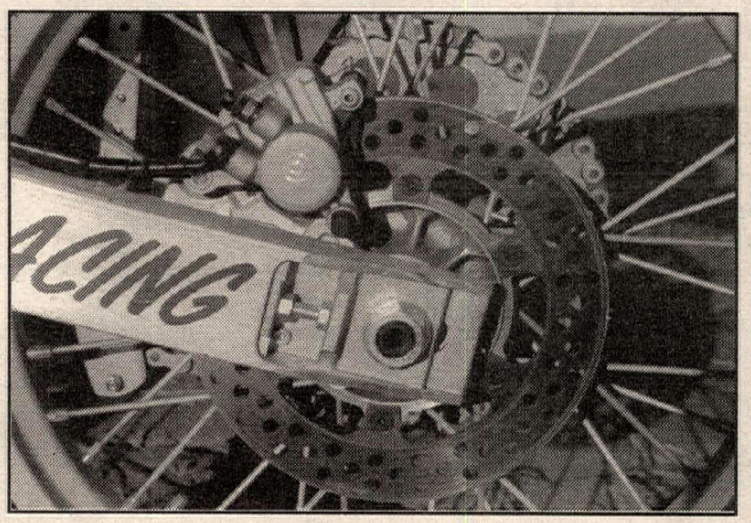
As I started the fourth loop, I began to notice some of the quirks that show up only when you're good and tired. The clutch pull is quite stiff, and the levers must be designed for those big foam hands that football fans wave around. Shifting is also on the notchy side.

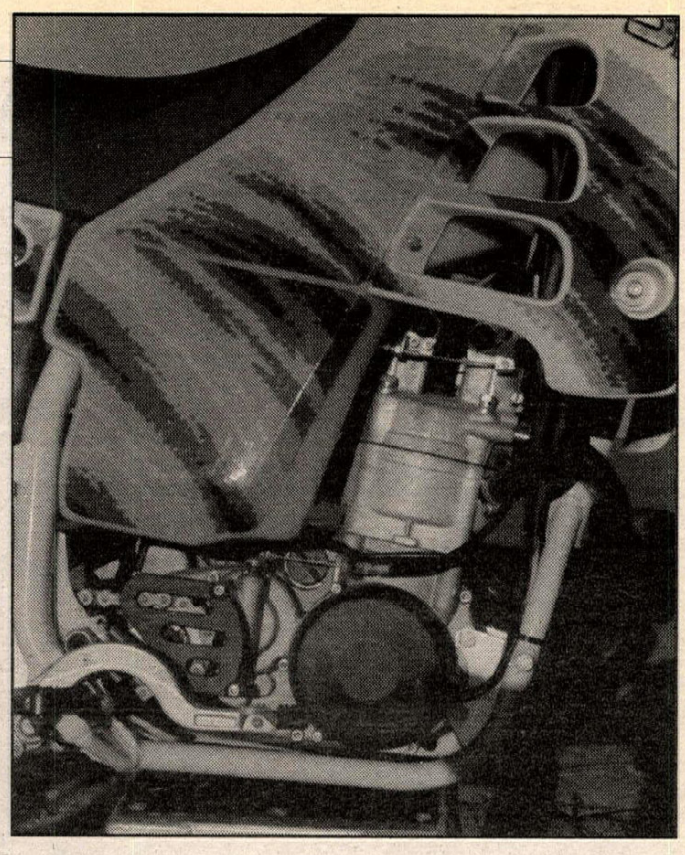
Husaberg is a small company, and the bike has a somewhat cobby, home-made feel to it. The bike's basic layout is nearly identical to the first Husaberg that came out well over five years ago, which doesn't necessarily mean that it doesn't work. The low front end gives the FE an aggressive feel that begs to be raced, though I wouldn't recommend a Husaberg for a dual sport conversion. This bike is designed for one thing - competition, and trail riders will probably want to make another choice. I still love the brilliantly designed low tank, which uses a fuel pump to carry the gas up to the carb. The rear fender is ugly but keeps the mud off, especially since it doesn't break off anymore. Apparently, it's made from a less brittle plastic than last year's fender, which would fly off with startling regularity. The fork guards are too narrow for an off-road bike, and the new graphics are a bit overkill, but we like the shiny exhaust. European Husabergs have lame swingarm stickers that read "4-Stroke 4U2," but American versions have slightly less tacky Surdyke Racing decals.

I was lapped by overall leader Steve Leiven just a few miles from the end of the fourth loop, and though embarrassed, I was happy I didn't have to ride another lap. I wasn't as happy to be overtaken by "Doc" Chris Sloan, a Husaberg-mounted podiatrist who was in my class. I'd been thoroughly schooled by the local woods aces, and finished eighth despite riding what I imagine was the best possible bike for the event. The McGee brothers finished first and third, and are probably now less impressed by the big-time California editor. Luckily, the organizers were liberal with the trophies.

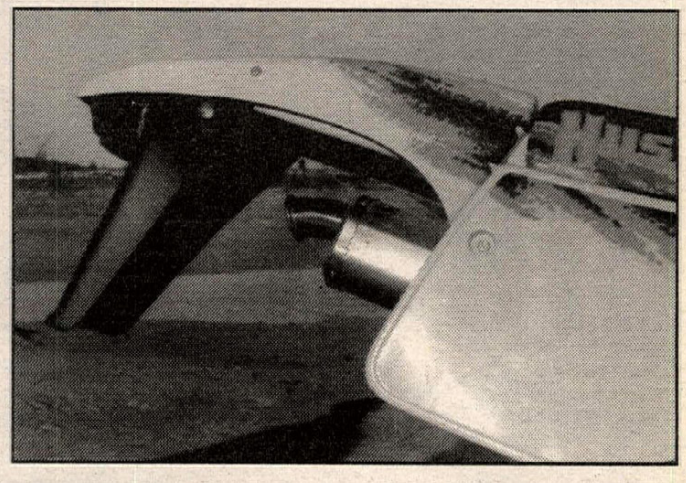
Okay, so I didn't come too close to duplicating Anders Eriksson's ISDE final moto performance. The bike was good, but I think the rider still has a ways to go to be in the same league. But hey, at least I *avoided* the first-turn crash in *my* race. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

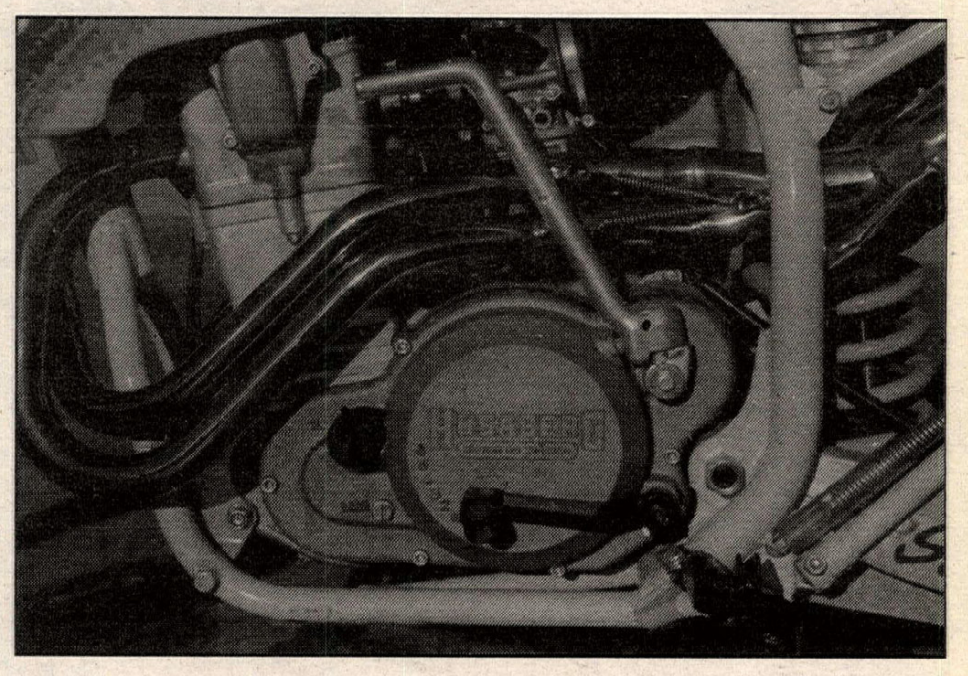




(Right) A tiny fuel pump carries gas from the bottom of the low-hanging tank up to the carb. (Below) Working on the bike is now easier. Brake shoes can be changed with the wheel in place, and spacers stay in place during tire changes.



(Right) We were pleasantly surprised when we didn't break the rear fender. (Below) The FE is the most powerful 350 we've ridden, and Husaberg is working on a 400.



1995 Husaberg FE 350

Displacement	349cc
Bore x stroke	86 x 60.2mm
Compression	10.9:1
Transmission	6 gears
Ignition	SEM electrical, 140 watts
Frame	Chrome-moly steel
Front suspension	WP inverted
Front travel	11.6 in.
Rear suspension	Ohlins
Rear travel	12.9 in.
Front brake	Hydraulic, 260mm Disc
Rear brake	Hydraulic, 220mm Disc
Front tire	3.00 x 21
Rear tire	4.50 x 18
Wheelbase	59.6 in.
Length	86.4 in.
Seat height	38 in.
Ground clearance	15.6 in.
Fuel capacity	2.21 gallons
Claimed dry weight	237 lbs.

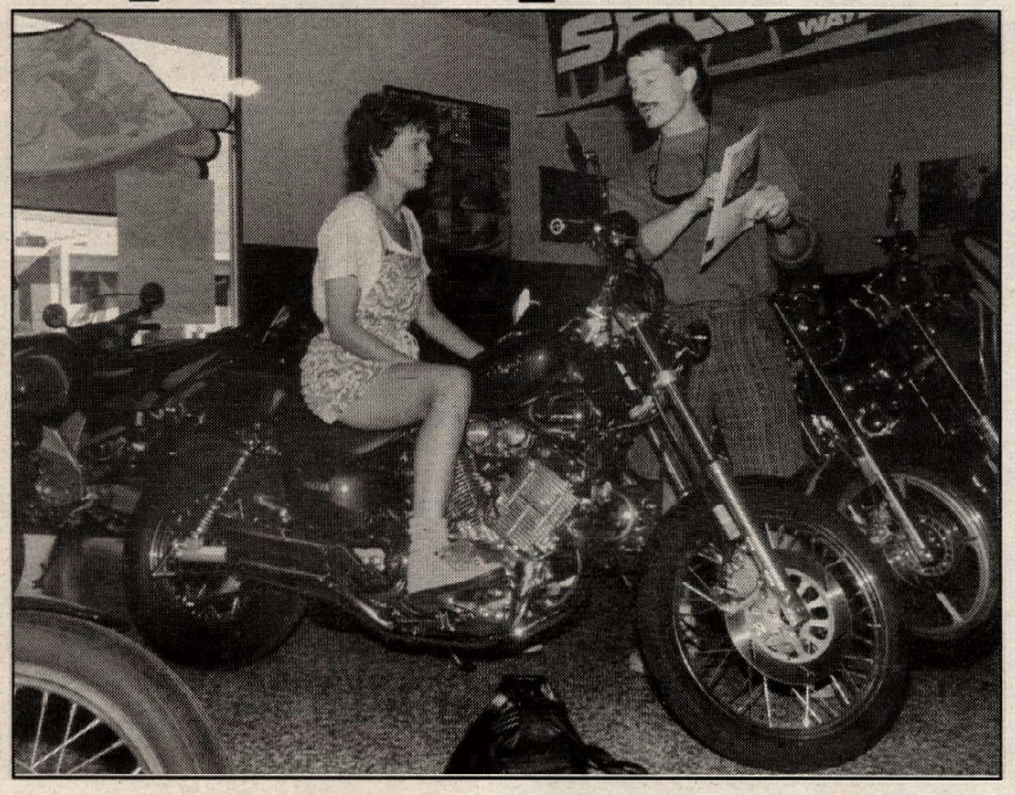
Fem AND THE art of motorcycle purchasing

By Livia R. Morse

For anyone, buying a motorcycle is a thrilling experience. You've admired your neighbor's new GSXR750 for the last 10 months and you've watched every Supercross race ever run on television. You want a motorcycle of your own, but if you're a woman, buying a bike can present some special problems.

The first thing you have to do is decide what sort of riding you'll be doing. Do you plan to ride on the street or the dirt, or a combination of both? Will you be commuting back and forth to work, or riding just for pleasure? If you're an inexperienced or first-time rider, you should seriously consider enrolling in the Motorcycle Safety Foundation course (for more information call 1-800-CC-Rider). The course provides classroom and hands-on training (and they provide the bikes for the practice range).

There's also an added benefit. As of January 1, 1994, anyone who passes the course is not required to take the DMV skill test (in the state of California) to get their motorcycle license. You don't need a license to ride on the dirt, but you do need one to ride on the road. Your local DMV can provide you with more information on how to obtain one.



HOW MUCH?

Before you do any serious looking, you need to decide on your budget. This includes the price of the bike, registration (yes, dirt bikes included), insurance and your gear. If you've been riding awhile, chances are you already have most or all of your gear. This includes a good helmet, jacket, boots or shoes that at least cover your ankles, heavy jeans and gloves.Your helmet needs to be DOT (Department of Transportation) approved to be street legal. Snell ratings (which mean the helmet has been through independent testing by the Snell Foundation) are an added bit of peace of mind. I never appreciated the security of a good helmet until I (literally) fell on my face while dirt riding a few years ago. My helmet and visor emerged broken and battle scarred, and other than a couple of bruises to my ego, I emerged unscathed.

If you're buying equipment, it helps to go to your local motorcycle dealership where you can try on the gear that will suit you best. Beyond that there are two options: purchasing the items at the dealership or using mail order. While the mail order route may end up being cheaper, going to a dealership allows you to further build camaraderie with other motorcyclists and it may help you out later when you need your bike serviced, you need to buy parts, etc.

There are two major points to be aware of when buying gear from warehouses. First, if you order through a magazine ad, have the advertisement handy when you're ordering over the phone. Some companies require you to mention their advertisement and the magazine it was published in before they'll give you the advertised sale price. Otherwise, the catalog prices will apply (which are still better than most dealerships). Before you buy through mail order, check any magazine advertisements the company may have going. You might find that the helmet you want is advertised for considerably less than the same company's catalog price. Also, some businesses have a policy of beating other compies' prices. If you mention to the salesperson that another business has the same equipment for less, they might beat that price. The second point is be aware of the company's location. If it's out of state, you may have to wait an extra day or two for your merchandise, but you generally won't have to pay state sales tax. It's best to ask before you order.

THE CHOICE IS YOURS

A good place to start looking for a motorcycle is in your own living room. Read the bike reviews from your motorcycle publications. They can help you choose the look, make and model of your purchase before you get to the showroom and are bedazzled by all the different models.

If you know someone who rides, it helps to bring them along for advice. Paul Yamasaki of T&O Honda in Torrance, California, says: "Maybe one to two percent of our buying customers are women, and they mostly come in with a companion."

John Mullen of Del Amo Suzuki in Redondo Beach, California, agrees. "Probably, three out of 100 buyers are women, but the ones who do buy are very knowledgeable. If they come in alone, they know what they want."

If you happen to be shopping on your own, there are a few simple rules to remember.

Number one is to straddle the bike to see if both feet are planted solidly on the ground. You have to be able to keep the bike in an upright position when it's stopped. When you're riding, you're using both hands and feet, plus you're watching out for everything. Riding an ill-fitting bike is a distraction that no one needs. If you're trying out a bike where you feel uncomfortable, chances are you'll feel uncomfortable riding it. Remember, it's more important to fit yourself to a motorcycle than it is to a car. Women are physically smaller than most men. Our legs and arms are shorter and our center of gravity is different. Most men have stronger upper torsos (and upper body strength improves bike control and prevents fatigue). This doesn't mean that a woman is any less capable of riding a motorcycle, it just means that you have to consider all these factors when buying one. Even when you're sitting on one of the bigger cruisers, like the Harley-Davidson XLH Sportster 883 Hugger, you can feel as if the bike was made just for you.

Judith Botsai is a saleswoman from Harley-Davidson Cycles in Harbor City, California. "The whole Harley image hasn't changed much for women for a long time. Back in the 40s and 50s there were a lot of women riders. The Harley has become so popular with women and it's such a good bike. A lot of women buy Harleys because you can do anything with them. You can control these bikes and that cuts out the intimidation factor," she says.

Try a couple of different models. You may find a comparable one that is lighter or has a better arm extension. MeeriLou Shankwitz, a saleswoman at Del Amo Suzuki in Redondo Beach says, "I sat on a lot of bikes before I bought my 500. Certain bikes just are not made to fit women. The seats are too high or you're leaning too far forward. I love to talk to women who come in looking for bikes, because I ride myself and I know what they have to go through to find a bike that's right for them."

Next, look for a motorcycle with easy maintenance. There's nothing more aggravating than having to remove your gas tank to change a spark plug or having to buy a special tool because the oil plug is in some inaccessible place. For example, many models have oil windows (where you can see your oil level at a glance) rather than dip sticks. Some models, like the Yamaha Virago XV535 Special, locate the fuel/reserve switch on the right handlebar. This is a great feature if you happen to be cruising down the road and suddenly have to switch to the reserve tank. You don't have take your hand off the clutch to search for the reserve switch.

Don't be afraid to ask questions: what sort of brakes does the bike have? Is the engine a two-stroke (mainly for dirt riding) or four-stroke? If you're planning on dirt riding, but don't like the narrow powerband of a two-stroke, you might consider a four-stroke dual

sport. For example, the Yamaha Serow 225 dual sport is lightweight and easy to handle (with a 125cc-class chassis). It rides exceptionally well in the dirt with 11.2 inches of ground clearance, has an electric start, and doesn't launch you into the air when you touch the throttle. It's a good idea to get all the basic information you can about your potential bike. Know the engine size, how many gears it has, the fuel capacity, and the total weight of the bike with all the fluids. If someone bumps into your bike at the grocery store and tips it over, you'll have to be able to pick it up.

The thing to remember is that you don't have to be a mechanic to ride a motorcycle. I don't know many people (men or women) that know exactly how their car works, but they have no problems driving one. I think about my bike that way. I probably couldn't rebuild the engine, but I can ride it without any difficulties and I get a great deal of enjoyment out of it. If you already have your motorcycle license, you may be able to take your bike for a test ride. This is a good way to get a basic feel for the bike. Be aware that not only will you have to present your license, you'll need to provide your own gear and proof of insurance, and not all dealerships provide this service.

ANTE UP

When you have chosen your dream bike and you sit down to buy it, the comparison-shopping rule still applies. If you've chosen your model, call a couple of dealerships to see if you can get a better deal. Every dealer wants you to buy your bike from them, and they may be willing to undercut the other dealer who just assured you that they have the best buy in town. Also, many dealers have current or last-year models that they'd love to get rid of to make room for next year's models. If you can live with the fact that your new Serow has blue paint instead of green, you're in a better negotiating position. The dealer will probably want you to bring the bike back for a 600-mile checkup and adjustment, so you'll want to inquire about the bike's warranties. Once you've negotiated the best price, it's time to choose the method of payment.

Most dealers provide financing, which in today's market translates anywhere from 9.9% to 21% for up to about four years. Don't be fooled into thinking that you can sidetrack higher dealer financing percentage rates by paying for the bike with a credit card. Most dealers tack an additional percentage (generally three to five percent) on top of the cost of the bike if you pay with a credit card. Keep in mind that credit card companies generally charge cash advance fees (anywhere from a flat fee to one to three percent of the total transaction). If you have to finance, don't forget to look into your local financial institution for a new or used motorcycle loan and then compare percentage rates for the best deal.

So what are the most popular women's bikes? According to Ernie Gutierrez, a salesman at Del Amo Suzuki, "A lot of women either go for street bikes or dirt bikes. A lot of street bikes sell. The EX500 and the 535 Virago are the two most popular. The reason being, one is a cruiser and one is a sport bike, so it appeals to that particular type of person. If her boyfriend has a GSXR, then she's going to want a sporty looking bike. They're two-cylinder engines, they're lightweight, they're easy to handle and they're fun bikes to have."

Don't forget, when you're prepared, buying a motorcycle is an exciting experience. CN

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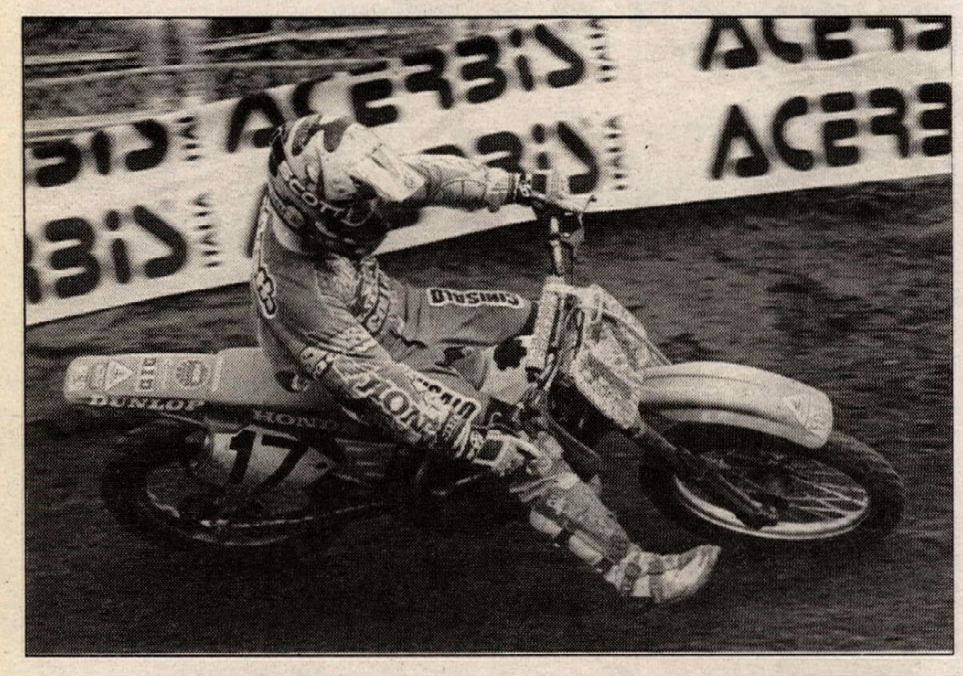


Though he was only on hand to train, Jeremy McGrath dominated the first Pro class moto at the Racing Enterprises-promoted Carlsbad Raceway MX.

McGrath, Beier split Carlsbad MX wins

By Seymour Bettys

CARLSBAD, CA, OCT 15

Two-time Supercross Champion Jeremy McGrath paid a visit to Racing Enterprises' Saturday MX, held at Carlsbad Raceway. Though the Team Honda/1-800-COLLECT rider didn't compete in both motos, he did proceed to "school" the rest of the Pro class competition with a runaway victory in the opening 20-minute-plus-two-lap moto.

"I'm just here to have some fun and get in some training," said McGrath, who competed aboard one of his practice bikes. "We have the weekend off, and Jeff Surwall talked me into coming out to play."

When the gate dropped at the start of the combined Pro moto, Vet Pro Mike Beier ripped off the line aboard his Yamaha YZ250 and nabbed the holeshot ahead of a surprised McGrath, 250cc Pro Steve Drew, and Vet Pros Willy Musgrave and Jeff Surwall.

"Mike ripped me off the start," laughed McGrath. "I started way to the outside where the starting area was dirt. I don't dig concrete starting pads."

McGrath wasted little time and displaced Beier within the first four turns. Once out front, McGrath pulled well clear of the field, lapping most of his competition. Beier maintained second, winning the Vet Pro class but finishing over a minute behind McGrath. Drew came to life late in the moto to finish third overall and first 250, while Musgrave overcame a few terrible laps early in the moto to work up to fourth overall and second Vet Pro. Surwall was third some distance back, but drew even greater cheers from the crowd than McGrath himself.

Moto two was not as exciting as the first, as McGrath packed up and headed further south to spectate at the Del Mar Mile. Beier holeshot the second moto and led start to finish, while Drew and Musgrave battled over second. In the end, it was Drew who emerged second, and first on the 250cc Pro class.

Honda rider Jeremy Bull emerged the victor in the hotly contested 125cc Beginner class after trading moto wins with Kawasaki Big Wheel 80-mounted Becky Kukla. Kukla topped the opening moto, but it was Bull who emerged the victor in the tie-breaking second race. Kukla finished a solid second in the final moto, well ahead of Jeff Hain, David Hill and Scott Rousseau. Hain earned third overall via his 4-3 moto finishes, while Rousseau rounded up fourth-place honors, despite a horrendous second-moto crash on the uphill. CN

Results

80 BEG: 1. Brandon Hamlett (Yam); 2. Cody Shields (Kaw); 3. Daniel Finken (Kaw); 4. Jason Carlton (Yam); 5. Bradford Hill (Kaw).

125 BEG: 1. Jeremy Bull (Hon); 2. Becky Kukla (Kaw); 3. Jeff Hain (Kaw); 4. Scott Rousseau (Suz); 5. David Hill (Yam).

125 JR: 1. Bryon Cox (Hon); 2. Tim Olson (Hon); 3. Colin Eberly (Hon); 4. Dawson Leachman (Hon); 5. Mike Washko (Hon).

125 PRO: 1. Duane Benner (Hon).

250 BEG: 1. Justin Neal (Kaw); 2. Steve Holub (Kaw); 3. Scott Slater (Suz); 4. Neal Palumbo (Yam); 5. Ricky Lattero (Yam).

250 JR: 1. Chris Weedon (Kaw); 2. Duane Webster (Hon); 3. Forrest Hayashi (Suz); 4. Art Hayashi (Suz); 5. Rich Romero (Hon).

250 PRO: 1. Steve Drew (Suz); 2. Jeremy McGrath (Hon).

500 BEG: 1. Tim Connolly (Hon); 2. Dave Kelly (Kaw); 3. Martin Moore (Kaw); 4. Matt Halltera (Yam).

500 JR: 1. John Tookey (Hon); 2. Karl Homberg (KTM); 3. Eric Carr (Hon).

500 INT: 1. Robert Failing (Hon).

+25 JR: 1. Duane Webster (Hon); 3. Keith Sievers (Yam); 3. Mike Ramsey (Yam); 4. Steven Parks (Hon); 5. Andrew Burton (Hon).

+25 INT: 1. Darin Nishimura (Kaw); 2. Donn Maeda (Hon); 3. Ken Wilson (Hon); 4. Dave Grant (Hon); 5. Erik Edmonson (Suz).

125 VET: 1. Tod McKay (Yam); 2. Brian Schmuckle (Hon); 3. Ted Kukla (Yam).

VET BEG: 1. Jim Naegle (Kaw); 2. John O'Grady (Hon); 3. Bob Pickell (Hon); 4. Rick DeFalco (Hon); 5. Bob Morales (Kaw).

VET JR: 1. Rich Boiteau (Hon); 2. Ron Stebe (Yam); 3. Tim Crowder (Yam); 4. Randy Lester (Yam); 5. Bobby Vehel (Hon).

VET INT: 1. Ron Lawson (Kaw); 2. Rob Engel (Yam); 3. D.R. Clement (Kaw); 4. Rick Lundgren (Yam); 5. Marc Corsby (Kaw).

VET PRO: 1. Mike Beier (Yam); 2. Willy Musgrave (Hon); 3. Bob Weber (Hon); 4. Jeff Surwall (Hon); 5. Joe Merrihew (Kaw).

+40 JR: 1. Scott Youngren (KTM); 2. Chuck Weedon (Kaw); 3. John Flounders (Hon); 4. Ken Feulner (Hon).

+40 INT: 1. Tim Daily (Hon); 2. Dennis Middleton (Hon); 3. Bob Sulivan (Hon); 4. Tommy Pearl (Hon); 5. Clive Cheffins (Kaw).

+40 EX: 1. Alan Olson (Hon); 2. Gary Jones (Hon); 3. George Kohler (Kaw); 4. Ray Pisarski (Hon); 5. Nick Costello (Hon).

BOMB A: 1. Robert Failing (Hon); 2. Joseph Gonzalez (Mai); 3. Allen McKay (Hus).

BOMB B: 1. Scott Jackson (Hon); 2. Steve Hoffman (C-A).

Holt unstoppable at Barona Speedway

By Homer Eubanks

RAMONA, CA, OCT. 1

Brad Holt proved unstoppable aboard his Bultaco during both the 250cc heat and main events at Barona Speedway.

In the heat race, Jim McMurray led the first two laps before high-siding in turn three and causing Curt Moore to also go down. On the restart, it was all Holt, who jumped into the lead coming out of two and never looked back.

In the main event, Holt put the power to the ground at the start and flew his Bultaco to the checkered.

John Dupree and John Garcia mixed things up in 500cc action. Garcia read the starter and jumped into the lead in the heat race. Dupree gave chase but had to settle for second. Dupree made his move early in the main, with Garcia playing catch-up. Garcia pulled the Honda up close on several occasions but at the checkered flag it was Dupree.

Jeff Nelley gave Dupree a challenge early on but allowed Garcia to slip by. Then Rick Anders snuck inside to grab third, leaving Nelley fourth at the finish.

Results

500: 1. John Dupree; 2. John Garcia; 3. Wayne Warrington; 4. Jeff Nelley; 5. Johnny Fuerst.

250: 1. Brad Holt; 2. Steve Gorby; 3. John Flores; 4. Mark Aragon; 5. Keith Lynas.

Fay fabulous at Aztec MX

By Mike Arnold

AZTEC, NM, OCT. 9

Yamaha-mounted David Fay rode to two class wins at Aztec Motocross' final race of the 1994 season, claiming the win in the 250cc Pro Trophy class and the Pro money class at the event which drew 50 riders from New Mexico and neighboring states.

The first Pro Money began with Gary Salter putting his CR250 into the lead. Fay hounded Salter for three laps then outjumped him on the uphill double. Over the next three laps, Salter kept the leash tight, but Fay eventually opened up a three-second lead and went on to claim the moto win.

Moto two saw Salter holeshot yet again, but this time he was able to open up a lead on Fay. The two circled the track with about four seconds separating them. As Salter approached the uphill double, he suddenly rolled to a stop with a thrown chain and was forced to watch Fay motor by to take the moto win and the overall.

In Amateur action, Luke Fennewald claimed the 250cc Intermediate win after putting in two inspiring rides. In the first moto, a pileup took out Fennewald and five other riders right after the start. The holeshot went to Kawasaki-mounted Travers Wise, with Kevin Brown in second. Fennewald remounted in 10th place and started his charge to the front. Wise continued to ride smoothly and in control in the lead with Brown sitting back a few seconds behind him. By the sixth lap, Fennewald had worked his way into the number-three position where he would remain for the rest of the moto. When the checkers flew, Wise crossed the finish line for his first moto win ever. Brown was second.

The second moto came out of the gate with Fennewald on a mission. Daniel Littlefield grabbed the holeshot, with Fennewald hot on his heels. After the first lap, Fennewald made a break by Littlefield and started setting a pace that rivaled the Pros' times around the track. Littlefield began to slip backwards and on the fifth lap Brown got around him. When the checkered flag flew, Fennewald crossed the finish line with the moto and overall win secured.

Results

50 STK: 1. Mark Graddy (Yam); 2. Jeremy Farley (Yam).

50 MOD: 1. Martin Montano (Yam).

60 BEG: 1. Mark Graddy (Kaw); 2. Joella Montano (Kaw); 3. Chester Onan (Kaw).

80 BEG: 1. Jesse Hathcock (Suz); 2. Justin Davis (Hon); 3. Vance Kaime (Kaw); 4. Dusty Holman (Hon); 5. John Dorr (Yam).

80 JR: 1. B.B. Carter (Yam).

80 PRO: 1. Ronnie Clark (Kaw).

125 BEG: 1. David Hathcock (Suz); 2. Bobby McGinnis (Kaw); 3. Keith McGinnis; 4. Jason Souers (Suz); 5. Jared Davis (Yam).

125 JR: 1. Ryan Onan (Kaw); 2. Jerry Mills (Kaw); 3. Pat Williams (Yam); 4. Mike Arnold (Yam).

125 INT: 1. Mark Penick (Yam); 2. Nicholas Marx (Hon).

250 BEG: 1. Bo Tucker (Kaw); 2. Chris Conahan (Suz); 3. Matt Taylor (Hon); 4. Nathan Koch (Hon).

250 INT: 1. Luke Fennewald (Kaw); 2. Kevin Brown (Kaw); 3. Travers Wise (Kaw); 4. Nicholas Marx (Hon); 5. Daniel Littlefield (Yam).

250 PRO: 1. David Fay (Yam); 2. Gary Salter (Hon).

500 AM: 1. Eddie Farley (Hon); 2. Troy Jeffers (Hon).

VET: 1. John Shelly (Kaw); 2. Martin Montano (Hon); 3. Ray Amos (Hon).

PRO MONEY: 1. David Fay (Yam); 2. Gary Salter (Hon).

Morris masters Wausau MX

By Mike Williams

WAUSAU, FL, OCT. 9

Nick Morris proved that the home field advantage is alive and well when he absolutely decimated the competition with a pair of moto wins in the 125cc B class at the Wausau MX facility owned and operated by his family.

In the first moto, Morris took the holeshot and was never challenged. Ronnie Ramiscal and Eric Parham had a close battle for second with Jack Gill motoring in fourth. Ramiscal and Parhan continued to trade lines throughout the moto until Parham got too close and traded a good line for a stalled motor.

Morris cruised up front, styling for the crowd over the tunnel jump and taking the moto win over Ramiscal, Parham and Gill.

Morris had his work cut out for him in the second moto, as Parham snagged the holeshot and led the pack. Parham and Morris motored away from the duo of Ramiscal and Gill, with Morris diving inside Parham in a fast, sandy sweeper to steal the lead and the moto win. Ramiscal turned it up a notch once he got Parham in sight, but had to settle for a very close third place at moto's end.

Kevin Knight proved to be just as dominant in the Money class, as he rode to a two-moto sweep aboard his Bay Honda-supported CR250. Knight pulled out a 12-second lead in both motos. Leo Spann and Joey Silcox fought over second when Silcox came through the pack after a bad start. Silcox made a clean pass on Spann and set out after the leader but Knight was long gone.

When the gate dropped for the second moto Knight nailed yet another holeshot and immediately put some distance between himself and the pack. Spann had rear brake trouble, allowing Silcox to easily take the second-place money.

Results

P/W (4-6): 1. Cole Boutwell (Yam); 2. Ben Madsen (Yam); 3. Joe Terry (Hon); 4. Karl Harrison (Yam); 5. Jamie Lewis (Yam).

P/W (7-8): 1. James Stephens (LEM); 2. Zac Crum (Yam) 3. Chase Matlock (Hon).

JR CYCLE: 1. Bruce Ward (Kaw); 2. James Stephens (LEM); 3. Larry McArthur (Kaw); 4. Cole Boutwell (Kaw); 5. Laura Roof (Yam).

80 C: 1. Jerry Merritt (Kaw); 2. Nick Thomas (Yam); 3. Dylan Pentecost (Kaw); 4. Matt Price (Yam); 5. Laura Roof (Yam).

125 B: 1. Nick Morris (Kaw); 2. Eric Parham (Kaw); 3. Ronnie Ramiscal (Hon); 4. Jack Gill (Hon).

125 D: 1. Brian Kelly (Hon); 2. Scott Tyler (Kaw); 3. Isaac Thomas (Kaw); 4. Robert McAulley (Kaw); 5. Jerry Merritt (Kaw).

250 B: 1. Shaun Smith (Yam); 2. Paul Zelinsky (Kaw); 3. Jack Gill (Hon); 4. Keith Jones (Hon); 5. Rodney Summers (Hon).

250 C: 1. KC Henderson (KTM); 2. Waylon Thompson (Suz); 3. Cleve Roberts (Kaw); 4. Eric Priest (KTM); 5. Lanny Sloan (Kaw).

250 D: 1. Henry Thompson (Hon); 2. Ronnie Smith (Hon); 3. James Kennick (Hon); 4. Jon Aarts (Hon); 5. Gary King (Hon).

HOBBY: 1. Michael Monse (Yam); 2. Len Williams (Hon); 3. Rick Thomas (Kaw); 4. Bruce Allen (Kaw); 5. Grandpa Jones (Kaw).

VET B: 1. Anthony Wood (Hon); 2. Paul Kearney (Suz); 3. Jeff Davis (Kaw).

VET C: 1. K.C. Henderson (KTM); 2. Fortson Rumble (Hon); 3. Cleve Roberts (Kaw); 4. Lanny Sloan (Kaw).

40+: 1. Robert Godfrey (Kaw); 2. Rick Roof (KTM); 3. Charles Wicker (Hon).

MNY: 1. Kevin Knight (Hon); 2. Joey Silcox (Hon); 3. Lee Spann (Kaw).

Schwaln solid at Red Bud MX

By Larry Witmer

BUCHANAN, MI, SEPT. 24

Tim Schwaln rode well enough to capture the 125cc C division overall win during round two of the Indiana State Motocross Championship Series at Red Bud Track and Trail.

When the gate dropped for the first moto, Dave Teeters' led 38 riders through the muddy Bud start area. Mike Kitzell, Brian Loy, Eric Frye and Schwaln followed Teeters as the pack rounded the third corner approaching the fast downhill jump. Teeters controlled the lead at completion of the first lap with Kitzell on his rear fender. Jeff Kendall moved from seventh at the start to rally to third, just nipping Schwaln with an inside line to take away the position in the last corner, before the tabletop finish-line jump. By the third lap, Teeters held a small advantage over Kitzell. Schwaln was the quickest rider on the track, displacing Kendall in the valley jumps for third and closing in on the leaders.

When the white flag came out, Kitzell had enough of Teeters roost, making his move in the sand switchbacks to take Teeters with an inside move. Kitzell then opened up a two-second margin over Teeters and scored the first-moto win. Teeters had to hold off Schwaln to card second.

The second moto was a disaster for first-moto winner Kitzell, who crashed on the opening lap and carded a DNF. Schwaln was second on the start with Frye grabbing the holeshot. Schwaln wasted little time taking the lead on the first lap before going uncontested to the checkers, and taking the overall win with consistent 3-1 motos. Frye rode to a second-place finish good for third overall, and Teeters capped off a good day with third place for second overall.

Results

250 B: 1. J. Lewis (Hon); 2. S. Kaylor (Yam); 3. J. Trussel (Suz); 4. G. Wegenke (Hon); 5. C. Shoemaker (Hon).

250 A: 1. J. Blake (Kaw); 2. J. Baker (Hon); 3. C. Moore (Hon); 4. M. Aldrich (Kaw); 5. J. Ulshaffer (Suz).

125 C: 1. T. Schawln (Suz); 2. D. Teeters (Suz); 3. E. Frye (Yam); 4. M. Hopkins (Suz); 5. J. Kuhn (Hon).

25+ A: 1. C. Feist (Yam); 2. L. Witmer (Suz); 3. S. Kirkpatrick (Kaw); 4. D. Johnson (Kaw); 5. C. Hamilton (Yam).

125 B: 1. J. Baker (Yam); 2. J. Snodgrass (Yam); 3. J. Beans (Hon); 4. D. Finley (Suz); 5. M. Samuelson (Kaw).

125 A: 1. C. Feist (Yam); 2. J. Wagner (Kaw); 3. J. Baker (Hon); 4. J. Blake (Kaw); 5. D. Gayheart (Hon).

80 (12-15): 1. B. Graves (Suz); 2. A. Sanders (Hon); 3. D. McKinney (Kaw); 4. J. Bush (Hon); 5. M. Robinson (Hon).

80 (7-11): 1. R. Moore (Kaw); 2. J. Sanders (Hon); 3. D. Dewitt (Yam); 4. M. Klinger (Yam); 5. T. Sprong (Yam).

60: 1. G. Karrle (Kaw); 2. D. Cannon (Kaw); 3. B. Howard (Kaw); 4. S. Thompson (Kaw); 5. B. Jones (Kaw).

AUTO: 1. B. Ripple (Yam); 2. Z. Marshall (Hon); 3. F. Karrle (Yam); 4. J. Sanders (Yam).

250/OPEN C: 1. B. Kopsho (Hon); 2. M. Jones (Hon); 3. C. Massa (Hon); 4. D. Kwast (Yam); 5. J. Nichols (Hon).

16-24 A: 1. C. Moore (Hon); 2. J. Wagner (Kaw); 3. M. Davis (Suz); 4. E. Bowman (Kaw); 5. J. Boyd (Suz).

14-24 B/C: 1. J. Baker (Yam); 2. N. Barber (KTM); 3. B. Kopsho (Hon); 4. M. Samuelson (Kaw); 5. J. Snodgrass (Yam).

25+ B: 1. R. Farmer (Kaw); 2. M. Jones (Hon); 3. B. Goins (Hon); 4. B. Abel (Kaw); 5. R. Payonk (Yam).

30+ A: 1. C. Feist (Yam); 2. C. Hamilton (Yam); 3. M. Maley (Hon); 4. D. Johnson (Kaw); 5. R. Holm (Hon).

30+ B: 1. D. Pscion (Suz); 2. D. Stanley (Hon); 3. M. Fuller (Hon); 4. B. Bowen (Yam); 5. C. Koch (Hon).

40+: 1. A. Bowman (Hon); 2. H. Lewis (Hon); 3. C. Koch (Hon); 4. R. Gordon (Hon); 5. G. Pontius (Suz).

Slabaugh sharp at Steel City Motocross

By Julie Kramer

DELMONT, PA, OCT. 9

Dale Slabaugh overalled the 250cc C class in fifth-round action of the District 5 Pennsylvania State Championship series at Steel City Raceway.

In the first moto, the Rex Brown was the first out of the gate, but he wasn't able to hold the position for long. Getting around him on the first downhill were Thomas Winders, Charles Ellis and Slabaugh, who began to work his way up, passing both Ellis and Winders on the second lap. On the fifth lap, Ellis was able to work his way into second on the downhill after the woods section.

After the white flag, Winders crashed at the top of the uphill doubles, allowing Chris Knaus to move into the third position. Winders was able to hold on to fourth for the checkered flag, followed by Jason Stobat.

In moto two, Slabaugh got the holeshot, followed by David Burns and Ellis. Within half a lap, Burns lost five positions through the tough whoop section, and Ellis was able to move into second, where he stayed for the rest of the moto. Two Kawasakis followed Ellis, Knaus was in third again, as in moto one, and he was being hotly pursued by Michael Bowersox through the pro section. Bowersox made the pass but soon lost his third-place position to George Kiley, who soon after stalled at the top of the hill and Bowersox regained fourth. Kiley put the pressure on Bowersox and outjumped him on a set of uphill doubles. Knaus rounded out the top five for the checkers.

Results

125 A: 1. Davey Yezek (Hon); 2. Josh Sweat (Kaw); 3. Shane Slother (Yam); 4. Michael Lauster (Suz); 5. Charles Klein (Kaw).

250 A: 1. Davey Yezek (Hon); 2. Gregory Kreinbrook (Yam); 3. Mark Neiderhiser (Hon); 4. Josh Sweat (Kaw); 5. Shane Slother (Yam).

VET A: 1. Mark Garrison (Yam); 2. Kenneth Frankenberry (Hon); 3. David Grimes (Hon); 4. Dale Taylor (Kaw); 5. Louis Ali (Hon).

125 B: 1. Brock Sellards (Kaw); 2. Shane McMillin (Kaw); 3. Jay Grinnell (Hon); 4. Eric Nepodal (Suz); 5. Justin Paris (Hon).

250 B: 1. Brock Sellards (Kaw); 2. Todd Streit (Suz); 3. Shane McMillin (Kaw); 4. Fred Turjan (Suz); 5. Chad Oppy (Suz).

VET B: 1. Stanley Talago (Yam); 2. Dean Auen (Hon); 3. John McConnell (Yam); 4. Kevin Bailey (Hon); 5. Mike Catanzaro (Kaw).

O/T B: 1. Ron Tautkus (Kaw); 2. Michael Stelmack (Hon); 3. Edward Mihoces (Hon); 4. David Fox (Kaw); 5. Mike Catanzaro (Kaw).

125 C: 1. Matt Aubele (Kaw); 2. Bobby Musgrove (Kaw); 3. Rob Goebel (Suz); 4. James Rodgers (Hon); 5. Michael Urik (Suz).

250 C: 1. Dale Slabaugh (Suz); 2. Charles Ellis (Hon); 3. Chris Knaus (Kaw); 4. George Kiley (Hon); 5. Michael Bowersox (Kaw).

O/T C: 1. Kevin Schroch (Hon); 2. Fielder Thompson (Yam); 3. Jason Goheen (Hon); 4. Scott Malley (Hon).

80 (14-15): 1. Mark Klingensmith (Hon); 2. Christopher Panucci (Kaw); 3. Michael Bobroski (Yam); 4. Joshua Plummer (Kaw); 5. Ryan Puskarich (Suz).

80 (12-13): 1. Jeremy Brown (Kaw); 2. Chango Pearce (Yam); 3. Daniel Pastor (Hon); 4. Matthew Snider (Kaw); 5. Duane Evans (Yam).

80 (7-11): 1. David Hill (Yam); 2. Cole Calkins (Kaw); 3. Gene Stull (Suz); 4. Larry Rust (Yam); 5. Ryan Holliday (Kaw).

65: 1. Gene Stull (Kaw); 2. Mickey Marshall (Kaw); 3. Jimmy Chappell (Kaw); 4. Luke Kurtz (Kaw); 5. Gordon Baumgardner (Kaw).

50: 1. Jimmy Chappell (Yam); 2. Casey Robinson (Yam); 3. David Fallas (Yam); 4. Broc Hepler (Yam); 5. Bryan Emery (Yam).

VINT: 1. Bill Croner (Hon); 2. James Stanley (Yam); 3. Robert Marshall (Suz); 4. Scott Malley (Hon); 5. Louis Orris (Suz).

SR 40+: 1. Skip Stewart (Kaw); 2. Henry Hauenstein (Hon); 3. Blaine Duecaster (Kaw); 4. Don Knoch (Hon); 5. Richard Smallwood (Suz).

25+: 1. Brian Tremblay (Hon); 2. Todd Streit (Suz); 3. Chris Llykens (Yam); 4. Mark Garrison (Yam); 5. David Grimes (Hon).

SCHBY: 1. Brock Sellards (Kaw); 2. Ronny Robinson (Suz); 3. Mark Klingensmith (Hon); 4. Jeremy Brown (Kaw); 5. Steve Reasor (Suz).

S/M: 1. Michael Bobroski (Suz); 2. Ryan Puskarich (Suz); 3. Duane Evans (Yam); 4. Ashley Smith (Kaw); 5. Adam Miller (Yam).

Pierce pulverizes Albany MX

By Deanna Holbrook

ALBANY, OR, OCT. 9

Michael Pierce put the hammer down at Albany Supercross and won the Mini Open class against Michael Gamby, Brent Line, Cody Garvin and Zachary Woodward.

Pierce had two perfect holeshots and went wire to wire in both motos to win the overall. Trailing close behind Pierce, Garvin was trying his best to challenge but was unable to apply the pressure. Levi Kasper had a so-so start but was making his way through traffic along with Woodward. The two riders had the race of the century. Coming into lap two Kasper pulled up alongside Woodward, but Woodward was able to edge him out.

For the next lap, they continued to bash side by side out of every turn and off of every jump. When they caught up to a lapped rider, Woodward took the outside and Kasper grabbed the inside but Kasper grabbed a handful of throttle and a little more guts and held it on to the corner and took over third.

Woodward must have gone to Roby Leach's Motocross school of never-say-die because he wasn't finished with Kasper in the next-to-last lap. Woodward came up alongside of Kasper coming up to the Continental jump, and he edged our Kasper to regain third at the flag.

In moto two, Kasper did not make it to the starting line. Pierce had his second holeshot and led wire to wire, Garvin again held onto a healthy second, but Woodward, in third, received a surprise visit from Brent Line, who had come out of no man's land in the back somewhere to challenge Woodward, who appeared to be having trouble of some kind and faded after Line had passed him and took fourth. Pierce went 1-1 and took the overall. Garvin scored second with his 2-2. Woodward claimed third with his 3-4, and Line snuck in for fourth with a 5-3. Gamby took fifth.

Results

W/P STK: 1. Randy Pesek (KTM); 2. Kenneth Hammontree (LEM); 3. Lindsey Duval (Yam); 4. Erik Meusling (Yam); 5. Tim Smith (Yam).

W/P MOD: 1. Robert Wullbrandt (Yam).

60 JR: 1. Jared Werline (Kaw); 2. Kevin Dixon (Itj); 3. Nick Lachapelle (Yam); 4. Daniel Phillips (Kaw); 5. Shaun McAlister (Yam).

60 SR: 1. Derek Walkoski (Kaw); 2. Joseph Linton (Yam).

80 BEG: 1. Jayson Couser (Kaw); 2. Jason Cross (Kaw); 3. Jim Helget (Suz); 4. Derek Walkoski (Kaw); 5. Jacob Oberle (Hon).

80 (9-11): 1. Brent Line (Kaw); 2. Jared Werline (Kaw).

80 (12-13): 1. Eric Williams (Kaw); 2. Zachary Woodward (Kaw); 3. Curtis Luoto (Yam); 4. Cody Garvin (Yam); 5. Levi Kasper (Suz).

80 (14-16): 1. Dustty Lenaburg (Suz); 2. Michael Pierce (Suz).

MINI OPEN: 1. Michael Pierce (Suz); 2. Cody Garvin (Yam); 3. Zachary Woodword (Kaw); 4. Brent Line (Kaw); 5. Michael Gamby (Yam).

125 BEG: 1. Brock Ewers (Hon); 2. Isaac Dunagan (Hon); 3. Jason Cross (Kaw); 4. Jeff Hinzman (Hon); 5. Joe Heiget (Suz).

125 JR: 1. Eric Williams (Kaw); 2. Dusty Lenaburg (Suz); 3. Caleb Wyatt (Kaw); 4. Steve Copher (Hon); 5. Doug McKellar (Hon).

125 INT: 1. Ryan Terlecki (Hon); 2. Brian Worthington (Hon); 3. Jessy Williams (Hon); 4. Scott White (Kaw); 5. Richard Ruebesam (Hon).

125 PRO: 1. Shawn Highland (Suz); 2. Forrest Transue (Hon); 3. Ryan Huffman (Kaw); 4. Danny Ulven (Kaw); 5. Johnny Williams (Kaw).

250 BEG: 1. Ernie Gage (Kaw); 2. Fred Long (Hon); 3. Doug Dunagan (Kaw); 4. Paul Meusling (Yam); 5. Tim O'Berry (Yam).

250 JR: 1. Jason Parks (Hon); 2. Greg Harmon (Hon); 3. David Morton (Kaw); 4. Jim Whister (Hon); 5. Brent Taggart (Suz).

250 INT: 1. Gary Terlecki (Suz); 2. Eric Rogers; 3. Brian Worthington (Hon); 4. Chuck Standeford (Hon); 5. Chris Ketlas (Hon).

250 PRO: 1. Ryan Huffman (Kaw); 2. Shawn Highland (Suz); 3. Roby Leach (Suz); 4. Don Bisceglia (Hon); 5. John Williams (Kaw).

OPEN AM: 1. Ryan Leach (Suz); 2. Donny Russell (Kaw); 3. Mike Marlowe (Hbg); 4. Dan Horn (KTM); 5. Allen Huskey (Hon).

BTH JR: 1. Jason Parks (Hon); 2. Steve Copher (Hon); 3. Mark Lokteff (Hon); 4. Dusty Hill (Yam); 5. J.J. Spencer (Hon).

BTH INT: 1. Roby Leach (Suz); 2. Ryan Terlecki (Hon); 3. Shawn Highland (Suz); 4. Gary Terlecki (Suz); 5. Jessy Williams (Hon).

UTH: 1. Don Bisceglia (Hon); 2. Steve Evensen (Hon); 3. Tim Harmon (Suz); 4. Joni Klein (Suz).

OTH INT: 1. David Morton (Hon); 2. Susan Smith (Kaw); 3. Mark Kristoff (KTM); 4. Don Schneider (Yam).

OTH JR: 1. Donny Russell (Kaw); 2. Tim Smith (Suz); 3. Glynn Higgins (KTM); 4. Ernie Gage (Kaw); 5. Fred Lang (Hon).

OTH PRO: 1. Darryl Zumstein (Hon).

O/T JR: 1. Dick Graham (Kaw); 2. Randy Layne (KTM); 3. Jim English (Suz); 4. Clifford Kobernik (Suz); 5. Cynthia Foster (Kaw).

O/T INT: 1. Glynn Higgins (KTM); 2. Craig Woodward (Kaw); 2. Junior Meusling (Hon); 4. Mike Tracy (Hbg); 5. Bob Harrison (Suz).

O/T PRO: 1. Bob Leach (Hon); 2. Mike Perry (Suz); 3. Dave Herklin (Suz); 4. Jim Parks (Hon).

50+: 1. Charles Standeford (Hon); 2. Eric Burkinshaw (Hon); 3. Loren Bolster (Kaw); 4. Jim English (Suz); 5. Randy Layne (KTM).

WMN: 1. Susan Smith (Kaw); 2. Christina Claassen (Kaw); 2. Joni Klein (Suz); 4. Lynette Lenz (Suz); 5. Deanna Holbrook (Hon).

Crane clobbers Hillsboro ST

By Clay Light

HILLSBORO, OR, OCT. 8

The final outdoor short track race in Oregon at the Washington County Fairgrounds saw AMA Expert Frank Crane crank out a pair of wins on the quarter-mile course.

Crane, riding a 600cc Honda, clobbered the competition in both Open class heat races, beating Yamaha-mounted Kenny McCann in each. The evening's big surprise was Kawasaki KX80 rider Sean Light, who ran right in the thick of things, picking up third in each outing.

Crane, riding the Hap Jones/Toy Racing/Jill Crane/Mt. Hood Honda-backed 600, sat the pole position for the Open A main. McCann, though, got the jump with his 500. It didn't take long for Crane to whittle his way through traffic, taking the lead on lap two. The crafty veteran Expert rider put a pretty good distance on the pack, leaving all the action to McCann and pesky Light.

Light, who earlier won the 60cc A main, made a dive at McCann for the number-two spot, only to have McCann go down in front of him. After the restart, the lead was Crane's to the finish, with McCann netting second and Light third.

Results

OPEN A: 1. Frank Crane (Hon); 2. Kenny McCann (Yam); 3. Sean Light (Kaw); 4. Scott Anderson (Hon); 5. Marc Nelson (Hon).

0-251 A: 1. Sean Light (Kaw); 2. John McCauley (Hon); 3. Scott Anderson (Hon).

EXHIB: 1. Frank Crane (Kaw); 2. Sean Light (Hon); 3. Kenny McCann (Yam).

Charley Bogard captured the overall victory in the 125cc Open class at the Lake Whitney Cycle Ranch MX.

Bogard, Dhayer dice at Lake Whitney Motocross

By Kat Spann

LAKE WHITNEY, TX, OCT. 2

American Suzuki's Amateur factory pilot, Charley Bogard, met the challenge of another RM rider in the form of Rhoss Dhayer during round one of the Top Texan Series at the Lake Whitney Cycle Ranch.

Dhayer has been roosting up the turf in Texas and finally had the opportunity to face off with the Answer/Pro Circuit-backed Bogard in the 125cc Intermediate class.

A bad start in the first moto for Bogard had Ross Dhayer grab the holeshot as the U.S. Women's MX Team top player Kristy Shealy held Bogard in the number-three spot all the way into lap two. By the time Bogard made his pass on Shealy, Dhayer had already put a lengthy lead on the pack. Bogard put his RM into overdrive to make up for lost time and reel in the leader. Although he got close, the chance never came for a final shot at the top spot, as the checkered flag fell for Dhayer.

Moto two once again saw Dhayer out front with Chris Torrance in the chase. Bogard once again gated midpack and was separated from the leaders by David Lott and Kevin Gravett off the gate. Bogard was a man with a mission, as he picked off the front-runners one by one. Lap two was all action, as Bogard found his line around Gravett before the Dolly Doubles and then hunted down Torrance for the number-two spot in the turn after Phyliss' Tabletop.

Bogard began his assent on Dhayer with only three seconds separating them, but three more laps left in the race. Bogard was hammering the new whoop section for the finish line S-turns to reel in Dhayer for the final move, but at the exit of the last S-turn before the white flag, Bogard slid out in the soft sandy loam berm. Dhayer continued ahead with breathing room on the last lap and took the checkered flag for the win. He was followed by Bogard with a pair of seconds for second overall. Torrance held his 5-3 tally up for third, while Kevin Gravett and Mike Battaile finished out the scoresheet's top five spots.

Results

50: 1. Brandon Thompson (Yam); 2. Jonathan Kerr (Yam); 3. Cody Dickey (Yam); 4. Andrew Jansing (Yam); 5. C.T. Dickey (Yam).

60: 1. Chase Reed (Kaw); 2. Matt Hunter (Kaw); 3. L.G. Tretter (Kaw); 4. Logan Williams (Kaw); 5. Cody Dickey (Kaw).

80 BEG: 1. Bryan Piccirelli (Kaw); 2. Dustin Cantrell (Yam); 3. Patrick Wright (Kaw); 4. B.J. Breeden (Yam); 5. Luke Atkinson (Kaw).

80 JR (7-11): 1. Dusty Fountain (Kaw); 2. Derek Gerdes (Kaw); 3. Chase Reed (Yam); 4. Kyle Williams (Kaw); 5. Matthew Fleetwood (Kaw).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Mark Thompson (Suz); 3. Adam Mennenga (Kaw); 4. Jake Jones (Kaw); 5. Ryan Petty (Yam).

80 SR (14-16): 1. Jacob Martin (Suz); 2. Cole Brown (Kaw); 3. Kent Lawler (Kaw); 4. Zack Christian (Suz).

80 OPEN: 1. Beau Boynton (Kaw); 2. Cole Brown (Kaw); 3. Dusty Fountain (Kaw); 4. Chase Reed (Yam); 5. Adam Mennenga (Kaw).

125 BEG: 1. Steven Tipton (Kaw); 2. Richey Seales (Suz); 3. Rex Thomas (Kaw); 4. Randall Houston (Hon); 5. Tyson Tooman (Kaw).

125 NOV: 1. Carter Schneider (Hon); 2. Jeff Griggs (Kaw); 3. Jeremy Ching (Kaw); 4. Daniel Patton (Kaw); 5. David Baket (Kaw).

125 INT: 1. Ross Dhayer (Suz); 2. Charley Bogard (Suz); 3. Chris Torrance (Kaw); 4. Kevin Gravett (Kaw); 5. Mike Battaile (Yam).

125 EX: 1. Roy Schellenberger (Kaw); 2. Brad Woolsey (Kaw); 3. Chad Plumlee (Hon); 4. Jeff Schwirtz (Hon); 5. Dennis Bonner (Kaw).

125 OPEN: 1. Charley Bogard (Suz); 2. Chris Torrance (Kaw); 3. Thomas Edison (Kaw); 4. Ben Gary (Yam); 5. Jeremy Ching (Kaw).

250 OPEN/BEG: 1. James Proctor (Kaw); 2. Duane Cameron (Suz); 3. Terry Lancaster (Kaw); 4. Dennis Hanchack (Yam); 5. Shane Lord (Yam).

250 NOV: 1. Chip Munn (Hon); 2. Keith Beaty (Kaw); 3. Todd Watson (Hon); 4. Steve Jones (Yam); 5. David Chandler (Yam).

250 INT: 1. David Lott (Suz); 2. Mike Battaile (Yam); 3. Travis Spann (Suz); 4. Dee Ann Wood (Kaw); 5. Allen Bell (Kaw).

250 EX: 1. Roy Schellenberger (Kaw); 2. Brad Woolsey (Kaw); 3. Jeff Schwirtz (Hon); 4. Chad Plumlee (Hon); 5. Nick Mooman (Hon).

250 OPEN: 1. Sprint Haynes (Hon); 2. Mike Battaile (Yam); 3. Travis Spann (Suz); 4. Clint Tredway (Suz); 5. Allen Reed (Hon).

500 OPEN: 1. Jason Williams (Kaw); 2. Ray Jennings (Yam); 3. Kelly Fleetwood (Kaw); 4. James Stainton (Kaw); 5. Allen Reed (Hon).

0-25 NOV: 1. Chris Stitham (Kaw); 2. David DePtato (Kaw); 3. Andy Thompson (Yam); 4. Scott Harpet (Hon); 5. Scan Knaack (Kaw).

0-25 INT: 1. Ray Jennings (Yam); 2. Jack Kelly (Kaw); 3. Alan Bell (Kaw); 4. Tommy Dickey (Yam); 5. Scott Latta (Hon).

0-25 EX: 1. Willie Phee (Hon); 2. Joey Hardin (Kaw); 3. Hunter Carothers (Hon).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Chris Stitham (Kaw); 3. Kinnie McGraw (KTM); 4. David DePtato (Kaw); 5. Andy Thompson (Yam).

0-30 INT: 1. Todd Watson (Hon); 2. Mike Satterfield (Kaw); 3. Scott Latta (Hon); 4. Ed Hays (Kaw); 5. Ellery Stowall (Hon).

0-30 EX: 1. Willie Phee (Hon); 2. Hunter Carothers (Hon); 3. Jocy Hardin (Kaw); 4. Dave Alsobrook (Kaw); 5. Stacy Smith (Yam).

40+: 1. Kinnie McGraw (KTM); 2. Gary Beam (Kaw); 3. H.C. Tredway (Suz); 4. Jack Siegrist (Yam); 5. Jim Ricci (Suz).

Silverole soars at Batavia MX

By Melissa Threadgill

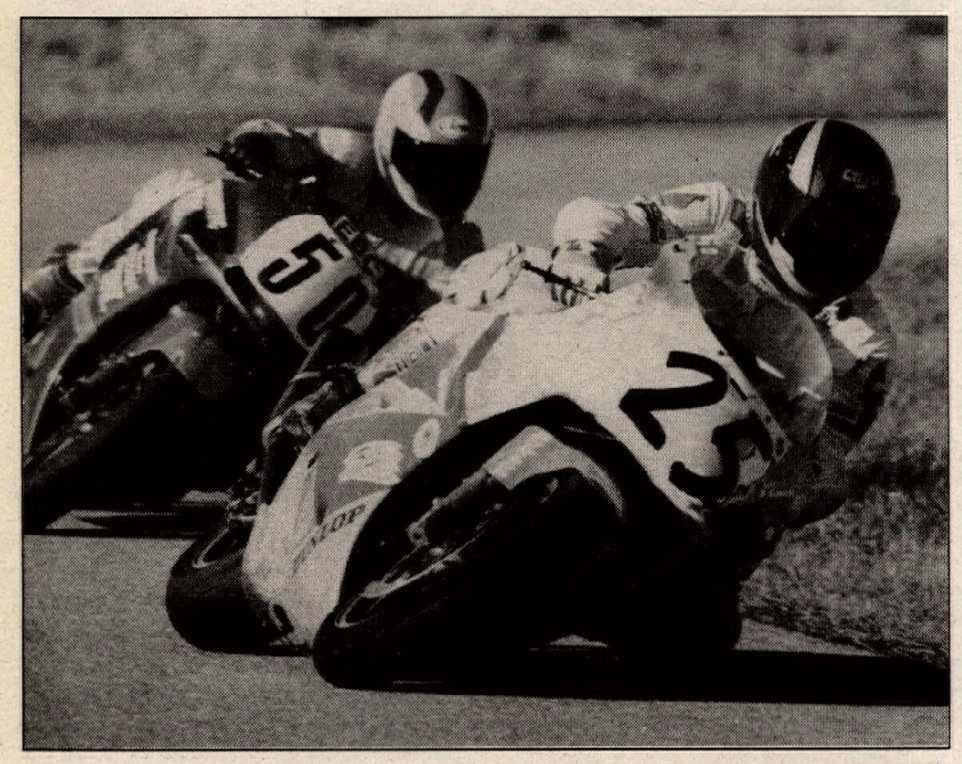
BATAVIA, NY, SEPT. 25

Bill Silverole put together a 1-1 performance to come away with the overall win in the 201-Open Expert class at the Batavia MX track.

In the first moto, Joe Ellington took the holeshot, followed by Scott Ghidu, Peter Malyj and Silverole. By the second straightaway, Silverole was second, having passed Malyj and Ghidu. With Silverole hot on his tail, Ellington quickened the pace. On the series of three jumps, Ellington took them double-single, but Silverole launched his bike and made the obstacles into a triple. The move gave Silverole an edge over Ellington, and he went on to pass him a few seconds later. While Silverole opened up a lead, Ghidu worked on passing Ellington. He caught Ellington but crashed, and fell back into fourth.

Meanwhile, Malyj passed Ellington and set his sights on Silverole. Although Silverole had a 20-second lead, Malyj closed the gap down to just under four seconds. While Silverole did his best to hold up against the charge of Malyj, Ghidu managed to pass Ellington. In the end, Silverole took the win, followed by Malyj, Ghidu, and Ellington.

In the second moto, Ellington again got the holeshot, followed by Silverole, Ben Trask, and Ed VanBallyGooen. Malyj, with a bad start, was in sixth. Ellington wiped out and dropped back into fourth. Silverole took the lead, followed by Trask and VanBallyGooen. Malyj was in fifth while Ellington closed in on VanBallyGooen and passed him. But VanBallyGooen passed Ellington right back before Ellington was able to main-



Ray Litton (25) held off Mike Reed (50) for the A Superstock win at the Putnam Park RR. The two riders clashed earlier in the B Superstock final and in the pits after the race.

tain third. Malyj passed VanBallyGooen and quickly passed Ellington as well. Ellington charged back but Malyj held him off. Silverole took the win, followed by Trask, Malyj and Ellington.

Results

51: 1. Kenneth Nichols (Yam); 2. Troy Clark (Yam); 3. Mike Sick (Yam); 4. Jeff Mort (L); 5. John Young III (Yam).

60: 1. Jamie Robinson (Kaw); 2. Mike Sick (Kaw); 3. Kenneth Nichols (Yam); 4. Mike Silverole (Kaw); 5. Jeff Mort (Lem).

JR MINI: 1. Jamie Robinson (Kaw); 2. Marshall McFarland (Suz); 3. Aaron Shepard (Suz); 4. Bob Silverole (Kaw); 5. Mike Sick (Suz).

SR MINI: 1. Brian Barber (Kaw); 2. Aaron Dieter (Suz); 3. Bruce Steffen (Kaw); 4. Brian Wierzba (Kaw); 5. Robert Wojewoda (Kaw).

MINI COMB: 1. Aaron Dieter (Suz); 2. Brian Barber (Kaw); 3. Bruce Steffen (Kaw); 4. Jamie Robinson (Kaw); 5. Aaron Shepard (Suz).

125 SCHBY: 1. Mike Barker (Suz); 2. Matt Sick (Suz).

17-24 COMB: 1. Eddie VanBalleyGooen (Yam); 2. Darrell Stone (Kaw); 3. Mark VanNorman (Hon); 4. Chris VanHyning (Suz); 5. Mike Thesing (Kaw).

125 BEG: 1. Richard Overholt (Hon); 2. Brian Woodhams (Suz); 3. James Waterman (Kaw); 4. Keith Conrad (Suz); 5. Chris Lenzi (Kaw).

201/OPEN BEG: 1. Brian Sigel (Kaw); 2. Darryl Torgalski (Hon); 3. Jeff Hazlett (Suz); 4. Derek Offerbeck (Kaw); 5. Brian Newman (Yam).

125 NOV: 1. Mike Barker (Suz); 2. Brian Barber (Kaw); 3. Wilmer Caballero (Hon); 4. Tim Kopacz (Kaw); 5. Corey Kandefer (Suz).

201 OPEN NOV: 1. Matt Everhart (Suz); 2. Joe Harper (Kaw); 3. Dave Ragaisis (Kaw); 4. Mike Mammano (Kaw); 5. Jerry Nicholas (Yam).

125 AM: 1. Bob Neiss (Suz); 2. Josh Rizzo (Kaw); 3. Joe Henner (Kaw); 4. Bryan Brzezowski (Kaw); 5. Mike Thesing (Kaw).

201/OPEN AM: 1. Randy Abbey (Suz); 2. Doug Heinman (Hon); 3. Dave Ferry 4. Doug Orser (Hon); 5. Jeff Garlock (Suz).

125 EX: 1. Peter Malyj (Kaw); 2. Joe Ellington (Suz); 3. Scott Ghidu (Kaw); 4. Scott Camp (Kaw); 5. Mark VanNorman (Hon).

201 OPEN EX: 1. Bill Silverole (Kaw); 2. Peter Malyj (Kaw); 3. Ben Trask (Suz); 4. Joe Ellington (Suz); 5. Scott Ghidu (Kaw).

25+ AM: 1. Dennis Kelley (Kaw); 2. Patrick McLaughlin (Kaw); 3. Bob Sawdey (Yam); 4. Jeff Garlock (Suz); 5. Bob Sawdey (Yam).

25+ EX: 1. Joe Ellington (Suz); 2. Scott Camp (Kaw).

SR A: 1. Mike Bender (Kaw); 2. Roger Jackson (Kaw).

SR B: 1. Dennis Kelley (Kaw); 2. Bob Sawdey (Yam); 3. Joe Smith (Suz); 4. Tom Ghidu (Kaw); 5. Fred Lucas (Kaw).

SR C: 1. Rick Vernon (Yam); 2. Daniel Crowner (Yam); 3. Dave Ragaisis (Kaw); 4. Don Albring (Hon); 5. Thomas Lee (Yam).

VINT/WOODS: 1. Mark Williams (Kaw); 2. Dan Kohar (Yam); 3. Chris Lenzi (Kaw); 4. Robert Okonieuski (Kaw); 5. Steve Rogers (Yam).

40+: 1. Tom Ghidu (Kaw); 2. Fred Lucas (Kaw); 3. Dwayne Berg (Kaw).

Woodruff waxes Devils Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, OCT. 9

Caven Woodruff heated up District 29 motocross action by roosting away to a four-moto sweep of the 125 and 250cc C classes at the Devils Ridge motocross facility.

Woodruff is fresh off a national fourth-place ranking from the Loretta Lynn's Amateur Nationals in the C division, and he was clearly the class of the field on this day.

Woodruff easily made mincemeat of the 125cc C division, as he walked off and hid from the field aboard his MSR/Hammerhead Graphics/PJ1/Big Bill Racing/Kawasaki of Raleigh-backed KX in both motos. Mike Brown was the only rider in the field to keep Woodruff within view, but fell short and had to settle for the runner-up position for the day. Kevin Inscoe was able to give Kawasaki a 1-2-3 sweep of the class by rounding out the top three with a 4-3 score over Steve Cole and Suzuki-mounted John Schafer.

Woodruff's dominance was also clearly evident in the 250cc C class as well, when he shot out of the gate in moto one to take the point. By lap two, Woodruff had established his lead and was gone, leaving a tremendous five-way battle for second in his wake. Danny Skipper tried his hand at running out ahead of the pack, but Ryan Schafer turned out to be the man on the move when he turned up the throttle and reeled in Skipper by moto's end to take the runner-up spot.

Woodruff once again pulled a strong holeshot over the field when moto two of the 250cc C class got underway. Rothrock was out to prove a point that moto one's fifth-place finish was a mistake, as he shot into second over Skipper. Aydr and Schafer worked into fourth and fifth when the pack sorted out by the end of lap one.

Rothrock stayed within striking distance to Woodruff for the first few circuits before Woodruff kicked in high gear and set sail for the checkered flag. Skipper bobbled on lap two and allowed not only Aydr and Schafer to squeak by, but Donaldson also. Woodruff collected his fourth moto win well ahead of Rothrock, who came in second a good 10 seconds ahead of the rest of the pack.

Results

50: 1. Chris Norris (Suz); 2. Thomas Hayes (KTM); 3. Pat Cooper (KTM).

65: 1. M. Miller (Kaw); 2. W. Bryant (Kaw); 3. K. Mann (Kaw); 4. M. Cooper (Kaw).

85 (7-11): 1. Brandon Langdon (Yam); 2. William Bryant (Yam); 3. Matt Cooper (Suz); 4. Robert Mann (Suz).

85 (12-15): 1. Robert Curry (Kaw); 2. James Beverly (Kaw); 3. Josh Hutchins (Yam); 4. Candace Lee (Hon).

125 A: 1. Chad Newton (Suz); 2. Chuck Shirley (Yam).

125 B: 1. Brandon Turlington (Kaw); 2. Sidney Williams (Kaw); 3. Paige Hilliard (Hon).

125 C: 1. Caven Woodruff (Kaw); 2. Mike Brown (Kaw); 3. K. Inscoe (Kaw); 4. S. Cole (Suz); 5. John Schafer (Suz).

250 A: 1. Chuck Shirley (Yam); 2. Allen Alford (Suz).

250 B: 1. Brandon Turlington (Kaw); 2. Lee Williams (Kaw).

250 C: 1. Caven Woodruff (Kaw); 2. Ryan Schafer (Hon); 3. Kevin Rothrock (Hon); 4. Anthony Aydr (Kaw); 5. Danny Skipper (Yam).

25+: 1. Vann Gibson (Hon); 2. Allen Alford (Suz); 3. Sidney Williams (Kaw); 4. Tim Mantooth (Hon); 5. Lee Williams (Kaw).

30+: 1. Vann Gibson (Hon); 2. Tim Mantooth (Hon); 3. D. Westmoreland (Suz).

35+: 1. Junior Bryant (Yam); 2. Billy Privatte (Hon).

40+: 1. Billy Privatte (Hon); 2. Jimmy Evers (Yam).

SCHBY: 1. Chris Anstead (Yam); 2. R. Childers (Suz); 3. N. McAllister (Kaw); 4. J. Shirley (Yam).

OPEN B: 1. Kevin Rothrock (Hon); 2. John Moore (Kaw).

Carlins, Rodgers fly at Pagoda Hare Scramble

By Dick Archer

BIRDSBORO, PA, OCT. 9

Phil Carlins emerged the winner in the Vet Expert class and Keith Rodgers the victor in the 201-Open Expert class at the last hare scramble to be held in the 20-year history of the event at the at the Pagoda Motorcycle Club.

The club is losing its use of the wooded section to "progress." In this case, a landfill. But the news did not hamper the results, as many of the areas best woodsmen gathered to race this last grueling two-hour challenge.

In the Vet A division, Carlins wasted no time grabbing the lead on the long, sweeping first curve onto the MX section. Showing his excellence as a motocrosser, he held a strong lead entering the woods as heavily favored Gary Dunkelberger began to gain ground. By the time they had worked their way back to the one-mile MX section, Dave Fanner was in third. The combination made for a great race with Carlins holding off the others, finishing 15 laps for the win. Dunkelberger took second, and Dave Farmer a strong third.

The 201-Open Expert class was another furiously paced race, as Rodgers, Ken Kober and Jody Nevling went at it for the duration. Blasting past lapped riders, across slippery roots and rocks, the three stayed close until the checkered flag. Rodgers was looking incredibly strong, even toward the end, and he took the win with 15 laps. Kober secured second and Nevling took home third.

Results

200 A: 1. Todd Weidel; 2. Dale Kober; 3. Ken Long.

201-OPEN: 1. Keith Rodgers; 2. Ken Kober; 3. Jody Nevling; 4. David Billhine; 5. Steve Guers.

VET A: 1. Phil Carlins; 2. Gary Dunkelberger; 3. Dave Farmer; 4. James Gunselman; 5. John Jones.

SR: 1. Norman Billhine; 2. Glen Adams; 3. Burd Guers; 4. Paul Wilton; 5. Doug Meyer.

125 B: 1. Jim Ott; 2. Byron Pollock; 3. Charles Webber; 4. David Heebner; 5. Don Staller.

200 B: 1. Mark Garrity; 2. Robert Kuhle; 3. Mike Fiskaldo; 4. Matthew Westfield; 5. Mark Daubert.

250 B: 1. Chris Maros; 2. Steve Bowman; 3. Joe McNeer; 4. Tom Markus; 5. Peter Ferdinand.

OPEN B: 1. Gerald Morrison; 2. Shane Brown; 3. Michael Harmon; 4. Robert Sheaffer; 5. John Spaniak.

VET B: 1. Don Adamski; 2. Steve Bromley; 3. Bill Rogan; 4. Jim Fontanazzi; 5. Frank Giordano.

OPEN 4-STRK: 1. Bob Schaeffer; 2. Dave Wallace; 3. Dan Sharpless; 4. Jim Cooper; 5. Louis Tarnalicki.

Litton avoids fray at Putnam Park Road Race

By Larry Lawrence

MT. MERIDIAN, IN, OCT. 9

Ray Litton traveled from Peoria, Illinois, to Putnam Park in Mt. Meridian, Indiana, to win Kawasaki contingency money, and he accomplished what he set out to do by piloting Garrett's Kawasaki/PBI/RK Chain/Northstar-backed Kawasaki ZX-7 to victory in the A Superstock and B Superstock races to win $1000 from Kawasaki.

Fast-starting Shawn Conrad put his Honda CBR600 into the lead on the first lap of the B Superstock contest. On the second lap, Litton powered by Conrad to take over the lead. Litton was turning 1:17 lap times on the 1.8-mile Putnam Park Road Course and stretching out his lead during the first half of the eight-lap race.

Doug Arter, Mike Reed and Conrad ran together in second place. The trio used the draft effectively and began to chip away at Litton's lead during the closing laps. Things got hectic on the final lap. Arter and Reed came together through the high-speed turn one. Then, Arter made a dramatic pass on Litton by stuffing his Suzuki GSX-R750 underneath Litton's Kawasaki though Dead Bear Turn.

"That pass surprised me," said Litton. "I didn't think there was any room for him to pass on the inside but he did it."

Fortunately for Litton, Arter got on the gas a bit early exiting the turn and bobbled for a split second. Litton got a great drive out of the turn and shot back into the lead, holding on for the win by inches, Arter was second and Reed a close third. But the fireworks weren't over yet.

On the cool-down lap Reed pulled alongside Arter and yelled, "You do that again and I'll punt you off into the weeds!" referring to what Reed considered a dangerous pass that Arter made on him in turn one on the final lap. Once in the pits Arter made his way to Reed's pits and the two had to be separated by WERA officials.

"He clipped my front wheel in turn one," claimed Reed. "Then he made a stupid pass on Litton. The guy (Arter) was out of control."

Arter declined comment on the incident.

Litton took an early lead in the A Superstock final. By midrace it was Litton out front and none other than Reed breaking through traffic of bigger bikes by riding the wheels off his 600cc machine. Reed caught Litton and spent the final three laps trying to figure out a way around Litton, to no avail. Litton's ZX-7 was just too strong, and he held on for his second Supersport win of the day.

Results

Sprints

A S/STK EX: 1. Ray Litton (Kaw); 2. Mike Reed (Kaw); 3. Fred Mulder (Hon); 4. Mike Pogreba (Kaw); 5. Joseph Kniesly (Yam).

B S/STK EX: 1. Ray Litton (Kaw); 2. Doug Arter (Suz); 3. Mike Reed (Kaw); 4. Shawn Conrad (Hon); 5. Mike Pogreba (Kaw).

C S/STK EX: 1. Mike Reed (Kaw); 2. Shawn Conrad (Hon); 3. Darren Young (Yam); 4. William Sweeney (Yam); 5. Chris Sercer (Yam).

A PROD NOV: 1. J.P. Tache (Hon); 2. Brian Jones (Suz); 3. James Cleeland (Hon); 4. Eric Bienias (Hon); 5. Scotty Van Scoik (Hon).

B PROD NOV: 1. Eric Bienias (Hon); 2. J.P. Tache (Hon); 3. Brian Jones (Suz); 4. Jeff Kramer (Hon); 5. James Cleeland (Hon).

C PROD NOV: 1. J.P. Tache (Hon); 2. James Cleeland (Hon); 3. Eric Bienias (Hon); 4. Jeff Kramer (Hon); 5. R. Brent Kemble (Hon).

D PROD NOV: 1. Stephen Christian (Yam); 2. Bill Brownsberger (Yam); 3. Todd Snyder (Yam); 4. Eric Voelzke (Yam); 5. Doug Scronce (Yam).

F-1 EX: 1. Jeff Sneyd (Kaw); 2. Geoffrey Wilson (Suz); 3. Nick Morehouse (Kaw); 4. Ray Litton (Kaw); Scott Martin (Hon).

F-1 NOV: 1. J.P. Tache (Hon); 2. Brian Jones (Suz); 3. Scott Carver (Suz); 4. Carl Musat (Suz); 5. James Jyurovat (Suz).

F-2 EX: 1. Scott Martin (Hon); 2. Mark Sweeney (Yam); 3. Patrick Linneen (Hon); 4. Roy Perry (Hon).

F-2 NOV: 1. Bill Brownsberger (Yam); 2. Todd Snyder (Yam); 3. Mark Cook (Hon); 4. Mark Jordan (Kaw); 5. Doug Hahnke (Yam).

F-3 EX: 1. Roy Perry (Hon).

F-3 NOV: 1. James Jyurovat (Hon); 2. James Kelly (Hon); 3. Brandon Rose (Hon).

F-CLBMN EX: 1. Donald Fine (Suz); 2. Rich Graver (Suz); 3. John Whittenburg (Hon); 4. Ramon Sandoz (Suz).

F-CLBMN NOV: 1. Harry Watts Jr. (Suz); 2. James Kelly (Hon); 3. Charles Beavan (Suz); 4. Jay McMackin (Yam); 5. Jackie Alexander II (Hon).

B S/BK EX: 1. Jeff Sneyd (Kaw); 2. Nick Morehouse (Kaw); 3. Dan Wade (Suz); 4. Douglas Arter (Suz); 5. Mark Oldham (Suz).

B S/BK NOV: 1. J.P. Tache (Hon); 2. Brian Jones (Suz); 3. Dave Goldberg (Hon); 4. Carl Musat (Suz); 5. Robert Sobottka (Hon).

C S/BK EX: 1. Darren Young (Yam); 2. William Sweeney (Yam); 3. Ramon Vasquez Jr. (Hon).

C S/BK NOV: 1. J.P. Tache (Hon); 2. James Cleeland (Hon); 3. Jeff Kramer (Hon); 4. Dave Goldberg (Hon); 5. James Seeley (Hon).

D S/BK EX: 1. Richard Breeding (Yam); 2. Mark Petniunas (Yam); 3. Al Hall (Hon); 4. Patrick Mullen (Yam); 5. Tim Abke (Hon).

D S/BK NOV: 1. Stephen Christian (Yam); 2. Bill Brownsberger (Yam); 3. Eric Voelzke (Yam); 4. Todd Snyder (Yam); 5. Doug Scronce (Yam).

U/L TW EX: 1. Al Hall (Hon); 2. Dean Verplank (Duc); 3. Tim Abke (Hon); 4. Patrick Linneen (Hon); 5. Tim Barker (Hon).

U/L TW NOV: 1. Monty Campion (Duc); 2. Harry Watts Jr. (Suz); 3. Robert Wilkes (Kaw); 4. Mark Jordan (Kaw); 5. Doug Hahnke (Yam).

50-mile Endurance

H/W EX: 1. Geoffrey Wilson (Suz); 2. Ramon Vasquez Jr. (Hon); 3. Darren Young (Yam); 4. Mark Oldham (Suz); 5. Randy Krueger (Kaw).

H/W NOV: 1. J.P. Tache (Hon); 2. Carl Musat (Suz); 3. Scott Carver (Suz); 4. Tom Dettmer (Hon); 5. Jim Sorenson (Hon).

M/W EX: 1. Shawn Conrad (Hon); 2. Darren Young (Yam); 3. Derek Mortland (Yam); 4. Rand Kennedy (Yam).

M/W NOV: 1. J.P. Tache (Hon); 2. Eric Bienias (Hon); 3. James Cleeland (Hon); 4. Scotty Van Scoik (Hon); 5. Jeff Kramer (Hon).

L/W: 1. Mark Petniunas (Yam); 2. Bill Brownsberger (Yam); 3. Michael Graham (Yam); 4. Rob Himmelmann (Yam); 5. Miles O. Hardesty (Yam).

Sorenson sails to Hurricane Hills Motocross win

By George Hodkinson

MAZEPPA, MN, SEPT. 25

Jeff Sorenson proved to be the most consistent rider of the day in the Vet A class, scoring 1-2 moto finishes for the overall win at Hurricane Hills.

Scott Steinle put his brand new CR500 into the lead at the start of moto one in the Vet A class with Sorenson, Scott Cripps and Scott Ruegg giving chase. Steinle and Sorenson diced early for the lead with Steinle retaining it until lap two, when he slowed with problems. Sorenson took the lead with Cripps and Ruegg in hot pursuit.

For the remainder of the race, Sorenson and Cripps had a close battle for the lead, with the two riders often side by side. On the last lap, Cripps tipped over in a small whoop section while pressing Sorenson. At the checkers it was Sorenson with the win, as Cripps held on to second, with Scott Ruegg third and Curtis Cohrs rounding out the top four.

Steinle again put the new Honda into the lead at the start of moto two, with Sorenson, Ruegg, and Jon Rasmussen behind him. By the end of lap one, there was no doubt who was riding the fastest, as Steinle had already built a sizable lead. Steinle went on to win by a large margin. Ruegg pressed Sorenson the whole race, getting roosted the entire time, but Sorenson held on to second, good enough for the overall win, with Ruegg a consistent 3-3 for second overall.

Results

MICRO MINI: 1. Scott Ehlenfeldt; 2.Brandon Anderson; 3. Jeff Vanvlee; 4. Kody Schantxen; 5. Steven Lorr.

P/W: 1. Nathan Broughton; 2. Derek Ostetberg; 3. Adam Deal; 4. Jacob Scholar; 5. Gerritt Clark.

JR: 1. Matt Omann; 2. Zach Derry; 3. Jacob Scholar, 4. Mark Molitor; 5. Mike Evenson.

SR: 1. Mike Kann; 2. Ryan Megaw; 3. Courtney Sampson; 4. Dennis Eckstrom; 5. Bryan Kremer.

YTH: 1. Lee Theis; 2. Shelly Kann; 3. Thor Mathison; 4. Courtney Sampson; 5. Ryan Bourgoine.

17-24 A: 1. Cory Keeney; 2. Kyle Love; 3. Mike Luoma; 4. Darren Chelin; 5. Craig Johnson.

17-24 B: 1. Matt Kleine; 2. Stephen Kizer; 3. Brent Herber; 4. Tony Hauer; 5. Biff Medek.

17-24 C: 1. Eric Padelford; 2. Shane Sjorgren; 3. Kurt Hagen; 4. Paul Otto; 5. Jeremy Labeau.

25+ A: 1. Scott Steinle; 2.Chris Bense.

25+ B: 1. Craig Stickfort; 2. Mike Reschke; 3. Paul Ebner; 4. Chris Maras; 5. Doug Pixley.

25+ C: 1. Tim Bjornson; 2. Sean Valentine; 3. Tom Stohl; 4. Mark Wannarka; 5. Kory Erickson.

VET A: 1. Jeff Sorenson; 2. Scott Ruegg; 3. Scott Steine; 4. Jon Rasmussen; 5. Scott Cripps.

7VET B: 1. Randy Nagel; 2. Mitch Wolff; 3. Mark Deal; 4. Thor Mathison; 5. Bill LeClaire.

VET C: 1. Perry Wolff; 2. Donald Fox; 3. Dan LaCroix; 4. Harold Gooch; 5. Randy Derry.

SR 40+: 1. Brian Otto; 2. John Tieden; 3. Harold Gooch; 4. Gary Groth; 5. Jon Rasmussen.

S/SR 50+: 1. Jim Denevan; 2. James Kirkatrick; 3. Mike Carter; 4. Ken Corrin.

WMN: 1. Shelly Kann; 2. Amy Groth; 3. Jiff Wilber.

125 A: 1. Cory Keeney; 2. James Povolny; 3. Jason Kemple; 4. Brandon Backes; 5. Pat Donaho.

125 B: 1. Shelly Kann; 2. Chad Sparks; 3. Samuel Miller; 4. Matt Kleine; 5. David Spizman.

125 C-1: 1. Mike Kann; 2. Dennis Eckstrom; 3. Jason Miler; 4. Jason Vandenheuvel; 5. Scott Bakken.

125 C-2: 1. Terry Jenniges; 2. Brian Sisell; 3. Jeremy Labeau; 4. Donald Fox; 5. Paul Otto.

250 A: 1. Jason Kemple; 2. Chris Bense; 3. Brandon Backes; 4. Kyle Love; 5. Lee Erickson.

250 B: 1. Mike Fox; 2. Chad Sparks; 3. Joshua Patzoldt; 4. Joseph Patzoldt; 5. Kurt Fosberg.

250 C: 1. Garret McLaughlin; 2. Perry Wolff; 3. Mark Dea; 4. Shane Sjorgren; 5. Ron Riehle.

OPEN A: 1. Scott Steinle.

OPEN B: 1. Craig Stickfort; 2. Paul Ebner; 3. Brent Herber.

OPEN C: 1. Mark Wannarka; 2. Earl Kitnsey; 3. Andy Mead.

Boser blasts Pagoda MX

By Dick Archer

BIRDSBORO, PA, OCT. 2

Honda-mounted Jon Boser was definitely on top of things as he powered his way to victories in the 250cc A and Collegeboy A classes at Pagoda MX, winning all four motos despite stiff competition from local rivals Dave Green, Jeff Cook and Dan Ross.

As the gate dropped in the 250cc A class, Boser jumped on it, pulling the holeshot and taking control from there. Dave Green and hung close for a few laps, but Boser slowly pulled away, leaving the battle for second to Green and Jeff Cook. Green edged out Cook in both motos for second overall.

The blazing B class was where the real racing was happening. Paul Waslin won both motos in the Collegeboy B and finished 1-2 in the 125cc B, which was good enough for the overall win. Waslin, Jason Gombert, Gary Weaver and Kurt Robbins all hammered at each other throughout both 125cc motos. Waslin and his KX won the first showdown, but by moto two the track had become hard-packed and fast. Jason Gombert tuned up on the throttle and gave Waslin a run for his money. A good start and the ability to hook up his Honda, particularly in the corners, put him in front to win moto two. Waslin finished second, but he took the overall for the day outdoing Gombert's 4-1.

The 80cc action was intense, as Casey Clark continued his winning ways, whipping the entire field with relative ease in the (7-11) class. The 80cc (12-13) was action packed as well. Jim Devonshire battled Jeremy Welch and Scott Adams in moto one before crashing and breaking his arm. This left the dogfight for first to Welch and Adams. Welch outmaneuvered Adams in both motos for the win.

Results

50 (4-6): 1. Jason Lawrence (LEM); 2. Chris Henry (Yam); 3. Travis Plummer (Yam).

50 (7-8): 1. Brian Fleischman (Yam); 2. Evan Bostrom (Yam).

65 (7-11): 1. Chris Wagner (Kaw); 2. Ed Hill (Kaw); 3. Steven Perrera (Kaw); 4. Brian Fleming (Kaw); 5. Jillian Plummer (Yam).

80 (7-11): 1. Casey Clark (Yam); 2. Justin Stroubel (Yam); 3. Paul Park (Hon); 4. Brandon Keiser (Yam); 5. Ed Hill (Kaw).

80 (12-13): 1. Jeremy Welch (Suz); 2. Scott Adams (Yam); 3. Matthew Hangy (Hon); 4. John Keiser (Yam); 5. Ryan Thornton (Kaw).

80 (14-15): 1. Shane Harris (Yam); 2. Shane Resanovich (Yam); 3. Ray Yarnall (Yam); 4. John Millson (Suz); 5. Jason Farrell (Kaw).

SCHBY: 1. Kurt Robbins (Hon); 2. Nick Sears (Kaw); 3. Brett Burkey (Kaw); 4. Adam Garber (Kaw); 5. John Bower (Yam).

CLGBY: 1. John Boser (Hon); 2. Jeff Cook (KTM); 3. Jason Wotring (Kaw); 4. Louis Pastorella (Suz); 5. Barry Taggart (Yam).

CLGBY B: 1. Paul Waslin (Kaw); 2. Shaun Gotshall (Yam); 3. Jeremy Earhart (Suz); 4. Chris Garges (Hon); 5. Justin Polinski (Yam).

125 A: 1. Dan Ross (Hon); 2. Jeff Peinhardt (Hon); 3. Jason Wotring (Kaw).

125 B: 1. Paul Waslin (Kaw); 2. Jason Gombert (Hon); 3. Kurt Robbins (Hon); 4. Gary Weaver (Hon); 5. Mike Volpe (Kaw).

125 C: 1. Nick Sears (Kaw); 2. Sergio Steel (Yam); 3. Jim Erbe (Suz); 4. Mark Patton (Hon); 5. Mike Chalfont (Hon).

250 A: 1. Jon Boser (Hon); 2. Dave Green (Yam); 3. Jeff Cook (KTM); 4. Dan Ross (Hon).

250 B: 1. Jeremy Garges (Yam); 2. Larry Petronglo (Hon); 3. Kurt Robbins (Suz); 4. Eric Gossger (Hon); 5. Mike Leiby (Yam).

250 C: 1. Jeff Bredbenner (Yam); 2. Nick Williams (Yam); 3. James Gratzinger (Yam); 4. Jason Sturek (Hon); 5. Luca DiFabio (Yam).

25+ A: 1. Dave Green (Yam); 2. Jeff Peinhart (Hon); 3. Dave Farmer (Hon); 4. Rudy Altieri (Yam); 5. Drew Morris (KTM).

25+ B: 1. Larry Petronglo (Hon); 2. Bob Simpson (Hon); 3. Stuart Caruso (Hon); 4. Fred Syverson (Hon); 5. Steve Genovese (Kaw).

OPEN B: 1. Rodney DeHaven (Hon); 2. Chris Cook (Hon); 3. Jason Earhart (Hon); 4. Al Conley (Hon); 5. Bill Rogan (Hon).

30+ A: 1. Dave Farmer (Hon); 2. Scott Stevens (Hon); 3. John Moore (Hon); 4. Joe Hoffman (Kaw).

30+ B: 1. Bob Simpson (Hon); 2. Eric Gossger (Hon); 3. Stuart Caruso (Hon); 4. Lou Verderose (Hon); 5. Steve Genovse (Kaw).

SR: 1. Roger Hoover (Suz); 2. Dave Weik (Hon); 3. Robin Oswald (ATK).

N/C: 1. Greg Griffin (Suz); 2. Mike Blanford (Hon); 3. Ray Yarnell (Suz).

WDMN: 1. Richard Tassoni (KTM); 2. John Dupont (Hon); 3. Andy Consiglio (Kaw); 4. Brian Haberle (Kaw); 5. Carl Krause (Yam).

Pocorobba, Tipping topple Reddick Motocross

By Kyle Myers

REDDICK, FL, OCT. 9

Anthony Pocorobba and Jarrett Tipping were the big winners on this day, taking advantage of the Suzuki contingency money as Pocorobba topped four classes, while Tipping won the 125 and 250cc B events at Motocross of Marion County.

In the first Pro division moto Brian Swink had the hot clutch hand and rocketed through the first corner with Josh Latina, John Fesler, Phil Lawrence and Gene Naumec following him. Lawrence quickly moved by Fesler, who was the only 125 pilot in the field. Lawrence then fell in a turn right in front of Naumec, as Pocorobba slipped underneath both riders to move into third. Pocorobba slowly closed in on Latina and made his move around the halfway mark. With the first four positions set, Swink, Pocorobba, Latina and Naumec, the battle for fifth was serious. Jason Sybert, Travis Blackburn, Fesler and Lawrence all through for the fifth spot with Lawrence coming out on top.

The second moto had Pocorobba out front over Swink and Lawrence, but Blackburn endoed on the long tabletop and the race was red-flagged. On the restart, SNR/Race Tech/O'Neal-backed Pocorobba again jumped into the lead with Swink, Lawrence, Erick Claisse and Naumec in pursuit. As the field hit the first double Swink cased the jump and retired from the moto with a broken reed. This left the door open for Pocorobba, who opened up a five second lead over Lawrence. Lawrence followed Pocorobba for a couple of laps, then he made his move and closed in on Pocorobba. Pocorobba handled the pressure well and pulled away after a bobble by Lawrence late in the race. Pocorobba crossed the finish line for the moto and overall win over Lawrence, Naumec, Latina and Fesler.

Pocorobba returned later to win all six motos in the 16-24, 125cc and 250cc A classes.

In other racing action Honda/Suzuki/Kawasaki of Ocala-backed Tipping cleaned house in the B divisions. Tipping's only loss came in the 125cc B first moto. Ronnie Renner took the win over Tipping, but Tipping won the all-important second moto to secure the overall victory.

Results

P/W (4-6): 1. Marisa Hampshire (LEM); 2. Kyle Orr (LEM); 3. Mike Lazaw (Yam); 4. Ricky Renner (Yam); 5. Mike Patterson (Yam).

P/W (7-8): 1. Kyle Williamson (Itj); 2. Rob Holstein (Yam); 3. Zach Lundy (Yam); 5. Travis Winebrenner (LEM).

65 (7-11): 1. James Stewert (Kaw); 2. Troy Adams (Kaw); 3. Chaz Northey (Kaw); 4. Dan Truman (Kaw); 5. Ryan Davis (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Josh Faustino (Suz); 3. Tyson Hadsell (Suz); 4. Troy Adams (Suz); 5. Jason Bell (Suz).

85 (12-13): 1. Matt Walker (Kaw); 2. Jessie Ballard (Suz); 3. Clint Shealy (Kaw); 4. Jeremy Shuttleworth (Yam); 5. Jon Bowman (Yam).

85 (14-15): 1. Ray Hansen (Kaw); 2. Vince Deuvall (Yam); 3. Jesse Adams (Yam); 4. Clay Robertson (Kaw); 5. Howard Meader (Hon).

5/MINI: 1. Kyle Farnell (Yam); 2. Tim Banlte (Kaw); 3. Clint Shealy (Kaw); 4. Tyson Hadsell (Suz); 5. Jon Bowman (Yam).

125 YTH: 1. Adam Rake (Hon); 2. Ken Jones (Hon); 3. Darren McElhatten (Suz); 4. Jon Simmons (Kaw); 5. Scott McGuigan (Hon).

16-24: 1. Anthony Pocorobba (Suz); 2. Jason Dodds (Yam); 3. Shaw Dunkel (Hon); 4. Jeff Neilander (Hon); 5. James Joiner (Hon).

125 A: 1. Anthony Pocorobba (Suz); 2. Anthony Paggio (Hon); 3. Jason Sybert (Kaw); 4. John Fesler (Suz).

125 B: 1. Jarrett Tipping (Suz); 2. Ronnie Renner (Yam); 3. Jason Dodds (Yam); 4. Adam Rake (Hon); 5. James Joiner (Hon).

125 C: 1. J.D. Holmes (Yam); 2. Lee Walker (Suz); 3. Todd Whitner (Hon); 4. Jered Blout (Suz); 5. Tim McLin (Kaw).

250 A: 1. Anthony Pocorobba (Suz); 2. Gene Naumec (Yam); 3. Chris Brown (Suz); 4. Ricky Hampshire (Hon); 5. Lee McIlvaine (Yam).

250B: 1. Jarrett Tipping (Suz); 2. Jeff Neilander (Hon); 3. Kyle Kopachik (Suz); 4. Jason Wasdin (Hon); 5. Forrest Bulter (Hon).

250 C: 1. Mike Lepp (Yam); 2. Kirk Layfield (Yam); 3. Chris Morgan (Yam); 4. Ryan Chapin (Kaw); 5. Brad Wright (Suz).

25+: 1. Earl May (Yam); 2. Tim Eggers (Suz); 3. Lee McIlaine (Yam); 4. Ron Dobbs (Hon); 5. Mark Beamer (Suz).

30+: 1. Earl May (Yam); 2. Tim Eggers (Suz); 3. Keith Wadell (Hon); 4. Rick Perry (Yam); 5. Mark Beamer (Suz).

35+: 1. Dell Miller (Kaw); 2. Steve Dixon (Yam); 3. Robert Armstrong (Yam); 4. Jeff Hughes (Kaw); 5. Steve Rejda (Yam).

40+: 1. Randy Kelley (Kaw); 2. Tom Fogg (Kaw); 3. Tom Paggio (Hon); 4. Charles Lehing (Hon); 5. Charles Kisel (Kaw).

500 B/C: 1. Arty Coker (Hon); 2. Paul Sparks (Hon); 3. David Kuxhausen (Hon); 4. Keith Waddell (Hon); 5. Charles Lehing (Hon).

PRO: 1. Anthony Pocorobba (Suz); 2. Phil Lawrence (Suz); 3. Ger.e Naumec (Yam); 4. Josh Latina (Kaw); 5. John Fesler (Suz).

Rayborn III clinches AFM title at Sears Point Road Race

By Jacqueline Jouret

SONOMA, CA, OCT. 9

To earn the AFM's number-one plate for 1994, Cal Rayborn III had to win the Formula Pacific race at Sears Point International Raceway.

He also needed a little help from his competitors, and he got it from Nick Felli. By passing James Randolph for second place, Felli gave Rayborn III the crucial points advantage he needed to relegate Randolph to second in the championship chase.

Anthony Pocorobba (701), Phil Lawrence (2) and Brian Swink (no number) battle for the holeshot at Motocross of Marion County.

Rayborn III led from the start on his Cycle Gear-sponsored Kawasaki. Once Felli passed Team Suzuki Sport's Randolph on lap three, however, Rayborn III had to turn up the pace to stay in the lead. Felli was unable to attempt a pass, but he was the only rider to come close to matching Rayborn III's speed. Randolph had started the day in first for the series, but his DOT-shod GSX-R750 couldn't handle the pace set by the lead duo, riding on slicks. Randolph settled into a comfortable third place, well ahead of Starsport's Peter Wensloff on a TZ250.

Brian Parriott held on to fifth on his CBR600, enough to keep him in the AFM's top three for the season. Parriott also wrapped up two class championships with victories in 600cc Production and Superstreet over David Francis, who ended the year second in both classes.

In the Formula One division, Robert Nunez moved past Mike Riley into first with a demonic braking maneuver going into the turn-11 hairpin and was never challenged for the lead. Nunez took his third consecutive F-1 victory and the class championship on an FZR400 against the bigger four-strokes and TZ250s of the class.

In the Formula Two class, Jeff Leggitt took his second runaway victory in a row on a TZR250 against the purpose-built TZs of his competitors. Greg Prinsze's second-place finish left him a few points shy of Dave Avery for the championship, but his efforts to hold off the hard-charging Warren Dunaway provided a great show in the race's closing stages. Dunaway finished in third, with Don Grijalva fourth and Avery fifth, gaining enough points to win the series.

Results

F-PAC: 1. Cal Rayborn III (Kaw); 2. Nick Felli (Kaw); 3. James Randolph (Suz); 4. Peter Wensloff (Yam); 5. Brian Parriott (Hon).

F-1: 1. Robert Nunez (Yam); 2. Chris Thorsen (Suz); 3. Blake Lawson (Hon); 4. Robbie Dowie (Hon); 5. Harley Barnes (Kaw).

F-2: 1. Jeff Leggitt (Yam); 2. Greg Prinsze (Yam); 3. Warren Dunaway (Yam); 4. Don Grijalva (Yam); 5. Dave Avery (Yam).

F-3: 1. Warren Dunaway (Hon); 2. Craig Avery (Hon); 3. David Colbert (Hon); 4. Fred Putt (Hon); 5. Wesley Grass (Hon).

OPEN GP: 1. Rob Mesa (Yam); 2. Denny Doherty (Yam); 3. Russell Plamondon (Yam); 4. Bob Siebenhaar (Hon); 5. Chris Voelker Sr. (Hon).

250 PROD: 1. Frank Mazur (Kaw); 2. Sean Murphy (Kaw); 3. Donald Sanchez (Kaw); 4. Tom Dorsey (Kaw); 5. Larry Chalifour (Kaw).

450 PROD: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. Guy Celestre (Yam); 4. Eric Schreppel (Yam); 5. Alex Florea (Yam).

600 PROD: 1. Brian Parriott (Hon); 2. Tom Montano (Hon); 3. Danny Baldini (Hon); 4. Gary Jaehne (Hon); 5. Ken Hill (Hon).

750 PROD: 1. Pat Ryan (Suz); 2. Brian Mork (Suz); 3. Noboru Miyagawa; 4. Colin White (Suz); 5. Kevin Scott (Kaw).

OPEN PROD: 1. Gary Jaehne (Hon); 2. Glenn Filshie (Suz); 3. Bob Siebenhaar (Hon); 4. Derick Powell (Suz); 5. Lamar Potts (Hon).

250 SS: 1. Jeff Leggitt (Yam); 2. Joe Carrillo (Yam); 3. Kenny Cohen (Yam); 4. Mark Anolik (Yam); 5. Travis Wolfe (Suz).

450 SS: 1. Robert Nunez (Yam); 2. Darrell Parker (Yam); 3. Guy Celestre (Yam); 4. Jeff Short (Yam); 5. Ross Wells (Yam).

600 SS: 1. Brian Parriott (Hon); 2. David Francis (Hon); 3. Tom Montano (Hon); 4. Peter Wensloff (Yam); 5. Ron Chiaratti (Hon).

750 SS: 1. James Randolph (Suz); 2. Nick Felli (Kaw); 3. Tim Blasquez (Suz); 4. Anthony Lupo (Suz); 5. Mike Smith (Suz).

OPEN SS: 1. James Randolph (Suz); 2. Russell Plamondon (Yam); 3. Glenn Filshie (Suz); 4. Chris Voelker Sr. (Hon); 5. James Fife (Suz).

F-SGL: 1. Bill Giltner; 2. Jason Weir (Yam); 3. David Colbert; (Rtx); 4. Arnold Van Kempen (Yam/Hsq); 5. David Vogel (Hon).

500 TW: 1. Ken Baer (Kaw); 2. Charles Price (Kaw); 3. Alan Kelso (Kaw); 4. John Sweeney (Kaw); 5. Frank Mazur (Kaw).

650 TW: 1. David Colbert (Hon); 2. Brad Nevins (Hon); 3. Britton Sigler (Hon); 4. Bill Brinckerhoff (Hon); 5. Jake Reeser (Hon).

OPEN TW: 1. James Coda (Duc); 2. Tom Terry (Duc); 3. Mark Smith (Duc); 4. Kurt Sager (Duc); 5. Paul Orlandi (Duc).

VINT: 1. Kurt Mund (BMW); 2. Jim Neuenberg (H-D); 3. Dave Russell (BSA); 4. Harold Parks (Duc); 5. Glenn Campbell (BMW).

F-40: 1. Charles Pettit (Hon); 2. David Vogel (Suz); 3. Fred Willink (Hon); 4. Fred Brasch (Hon); 5. James Locke (Hon).

Owens dominates Walnut Creek Motocross

By Brent Cantrell

WELCH, OK, OCT. 2

O'Neal team member Trey Owens won the overall in both the 125 and 250cc Pro classes at Walnut Creek MX Park.

The first moto of the 125cc Expert class was black-flagged and restarted when Jason Edwards jumped over the forward-falling gate before it fell. Trey Owens edged out Eric Edwards for the holeshot in the restart of the first moto. Owens quickly pulled a 10-second lead on Eric Edwards, who tried desperately to reel him in, but could not pull it off. Jason Edwards managed a third-place finish even though he had to line up backwards on the gate for the restart.

In the second moto, Eric Edwards grabbed the holeshot and led the race for three laps. Edwards thought he had the moto in the bag, until his front brake assembly spun downward on the handlebars when he landed hard off a double. With the front brake lever out of reach, Edwards carried too much speed into a loamy berm, causing the front wheel to wash out, and he crashed. Owens cruised past the fallen rider, taking over first place. Edwards remounted and charged hard, but to no avail. John Vazquez finished in third.

In the 250cc Pro class, Justin Wohletz pulled the holeshot. On lap two Owens had his front brake seize on the rotor, forcing him to give up second to Eric Edwards. Determined to make a pass, Edwards dove under Wohletz in a left-hand turn before the whoops. However, Wohletz hooked up better exiting the turn and tripled into the whoops, holding off Edwards. But Edwards was not finished with Wohletz yet, and he attacked again on a downhill section to complete the pass. Moto one finished with Edwards in first, followed by Wohletz and Owens

In the second moto, Owens pulled the holeshot, followed by Edwards and Wohletz. Wohletz put the pass on Edwards after three laps, pushing Edwards back to third. Edwards tried to reclaim the second position, which would have given him the overall win, but Wohletz held him off and finished second. In the meantime, Owens ran away with the lead to finish first overall.

Results

P/W: 1. Neil Harding (Yam); 2. Kody Morgan (Yam); 3. Levi Graham (Yam).

60: 1. Thomas Young (Kaw); 2. Jeff King (Kaw).

80 BEG: 1. Daniel Pruitt (Hon); 2. John Howard (Kaw); 3. Jeremy Davis (Hon); 4. Aaron Gillming (Hon); 5. Willy Fads (Hon).

80 SR: 1. Cory Young (Kaw); 2. Stephen Wing (Yam); 3. Josh Goforth (Kaw).

125 BEG: 1. Aaron Shaw (Kaw); 2. Jay Vazquez (Hon); 3. Ryan Branch (Hon); 4. Chuck Diebole (Hon); 5. Keith Holleman (Yam).

125 NOV: 1. Vern Richmond (Hon); 2. Brent Rodgers (Hon); 3. Scott Johnson (Suz); 4. Jack Jones (Kaw); 5. Randy Brown (Hon).

125 INT: 1. Travis Young (Kaw); 2. Shawn Macon (Hon); 3. Chris Byrd (Hon).

125 PRO: 1. Trey Owens (Yam); 2. Eric Edwards (Kaw); 3. John Vazquez (Kaw).

250 BEG: 1. Bill Pippin (Yam); 2. Luke Powell (Hon); 3. Jason Haag (Hon); 4. Bill Wing (Suz).

250 NOV 1. Jason Johnson (Suz); 2. Aaron Storey (Hon); 3. Chris Shellenberger (Kaw).

250 PRO 1. Trey Owens (Yam); 2. Justin Wohletz (Kaw); 3. Eric Edwards (Yam).

OVER 30: 1. John Johnson (Kaw); 2. RD Peterson (Kaw); 3. Larry Hardshy (Hon); 4. Mitch Price (Kaw); 5. Tony Plott (Hon).

OVER 40: 1. Jack Johnson (Suz); 2. Ralph Rogers (Suz).

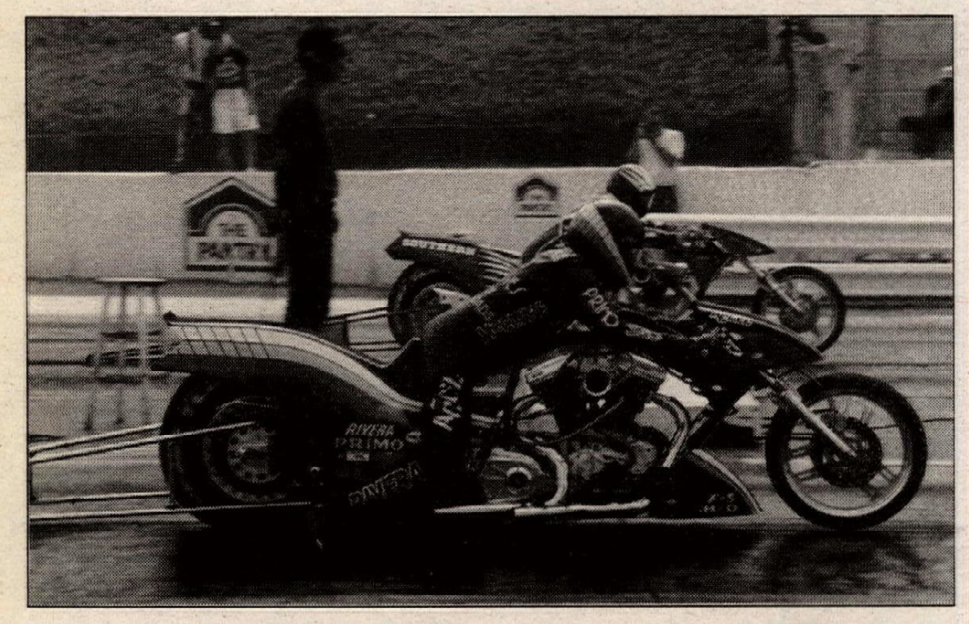
OUTLAW: 1. Vern Richmond (Hon); 2. Jack Jones (Kaw); 3. Chris Shellenberger (Kaw); 4. Bill Pippin (Yam); 5. Luke Powell (Hon).

Gamble, Nihan hit jackpot at Starwest Mini Stars Motocross

By Tony Alessi

MORENO VALLEY, CA, OCT. 8-9

Ronnie Gamble and Chris Nihan were the stars of the Pee Wee Expert classes during the second



Bill Furr (far lane) took the AHDRA Top Fuel Championship with a final-round victory over Jim McClure (near lane) in the AHDRA National/Eastern Points Finals at Rockingham International Raceway.

annual Mini Stars motocross at Starwest Supercross Park.

Gamble and Nihan joined nearly 150 other Pee Wee racers and over 100 minicycle and 125cc pilots who participated in the annual event.

Gamble was the king of the Pee Wee track during Saturday's competition in both Stock and Modified expert classes, while Nihan rode well on Sunday's supercross track, topping the 50cc Stock Expert class and finishing a respectable second in the 60cc (0-8) class.

Saturday's showcase event was the 50cc (0-8) Expert class. Hollis Lusk pulled a clean holeshot at the start of the first (0-8) Stock Expert moto aboard the only Italjet in the field. Nihan hit the gate at the start and was mired midpack while Mike Alessi and Gamble moved into the top three. Gamble muscled his way by both Alessi and Lusk to take over the lead. From that point forward Gamble went uncontested for the moto win. Alessi slipped past Lusk just after the halfway point in the race for second, where he remained to the finish.

Alessi holeshot the second moto aboard a Pax-tuned YZinger, with Nihan, Lusk and Gamble in tow. Alessi was no match for Nihan, who promptly motored by at the completion of the first lap. From that point forward, Nihan kept the throttle nailed and went on for a hands-down, runaway victory. Gamble worked into second by the end of the race and secured the overall win 1-2 moto scores, which topped Alessi's 2-3 and Nihan's 5-1 finishes.

Gamble got a break in the (0-8) Modified Expert race later in the day when Anthony Houser's rear axle broke with only two laps left in the race. Houser, who won the first moto, seemed to be on his way to a repeat performance in the second moto before the tragedy struck. Gamble inherited the moto and overall win while Kyle Foltz, Houser, Ricky Remme and Sean Shelton rounded out the top five.

Results

Saturday/Mini Track

50 STK (4-6) STARTER: 1. Chase Takacs (Yam); 2. Noah Hernandez (Yam); 3. Gabriel Amparan (Suz); 4. Stevie Hall (Yam); 5. Jake Canada (Yam).

50 STK (7-8) STARTER: 1. Brock Hardem (KTM); 2. Edwin Monarrez (Yam); 3. Sean Coleman (Yam).

50 STK BEG (4-6) RUN-OFF: 1. Sean McInroe (Yam); 2. Dallas Peick (Yam); 3. Pat Pennington (Itj); 4. Dennis Jonon (KTM); 5. Daniel Brown (Yam).

50 STK BEG (7-8): 1. Andrew Nason (Yam); 2. Scott Martin (Yam); 3. Michael Rainer (Yam); 4. Joseph Cates (Yam); 5. Andrew Kuntz (Yam).

50 STK B NOV: 1. Michael Parker (Yam); 2. Mark Atkins (Yam); 3. Brent Harmon (Yam); 4. Andrew Petrie (Yam); 5. Kelly Tedder (Yam).

50 STK A EX (0-8): 1. Ronnie Gamble (Yam); 2. Mike Alessi (Yam); 3. Chris Nihan (Yam); 4. Kyle Foltz (Yam); 5. Hollis Lusk (Itj).

50 MOD (4-6): 1. Dennis Jonon (Yam); 2. Austin Park (Yam); 3. Travis Cecil (Yam); 4. Eddie Woodward (Yam); 5. Steven Brewis (Yam).

50 MOD (7-8) BEG: 1. Danny Bartz (Yam); 2. Matthew Thorp (Yam).

50 MOD B NOV (0-8): 1. Jonathan Withrow (Yam); 2. Michael Parker (Yam); 3. Brent Harmon (Yam); 4. Michael Lapaglia (KTM); 5. Aron Tomota (Yam).

50 MOD A EX (0-8): 1. Ronnie Gamble (Yam); 2. Kyle Foltz (Yam); 3. Anthony Houser (Yam); 4. Ricky Hemme (Yam); 5. Aron Tomota (Yam).

Sunday/Main Track

50 STK (0-6): 1. Mike Alessi (Yam); 2. Michael Parker (Yam); 3. Mark Atkins (Yam); 4. Michael LaPaglia (KTM); 5. Brent Harmon (Yam).

50 MOD (0-6): 1. Michael Parker (Yam); 2. Austin Parr (Yam); 3. Dennis Jonon (Yam); 4. Louie Ferraro (Yam).

50 STK (0-8): 1. Chris Nihan (Yam); 2. Ronnie Gamble (Yam); 3. Anthony Houser (Yam); 4. Ricky Hemme (Yam); 5. Justin Munyon (Yam).

60 STK (0-8): 1. Kyle Harris (Kaw); 2. Chris Nihan (Kaw); 3. Sean Shelton (Kaw); 4. Carlos Gonzalez (Kaw); 5. Donald Chollar (Kaw).

60 MOD (0-8): 1. Kyle Harris (Kaw); 2. Chris Nihan (Kaw); 3. Sean Shelton (Kaw); 4. Carlos Gonzalez (Kaw); 5. Donald Chollar (Kaw).

60 BEG (6-8): 1. Shawn Taylor (Kaw); 2. Joey Bray (Kaw); 3. Joey Clayton (Kaw); 4. Jason Medina (Kaw); 5. Robby Woods (Kaw).

60 BEG (9-11): 1. Ryan Tinsinger (Kaw); 2. Joshua Brown (Kaw); 3. Brent Harden (Kaw); 4. Matthew Colby (Kaw); 5. Brad Huth (Kaw).

60 STK (9-11): 1. Anthony Bruscella (Kaw); 2. Jesus Casillas (Kaw); 3. Vincent Guisande (Kaw); 4. Brock Bolling (Kaw); 5. Daniel Taft (Kaw).

60 MOD (9-11): 1. Nick Alvarez (Kaw); 2. Jesus Casillas (Kaw); 3. Garrett Taylor (Kaw); 4. Vincent Guisande (Kaw); 5. Anthony Bruscella (Kaw).

80 BEG (0-11): 1. C.J. Tisinger; 2. Sean Peer (Yam); 3. Garett Taylor (Yam); 4. Chris Thorp (Kaw); 5. J.D. Flint (Yam).

80 STK (0-11): 1. Bryan Jaramillo; 2. Shane Bess (Suz); 3. Todd Clayton (Yam); 4. Jesus Casillas; 5. Anthony Bruscella (Suz).

80 MOD (0-11): 1. Bryan Jaramillo; 2. Shane Bess (Suz); 3. Chad Gaumer (Kaw); 4. Andy Pierce.

80 BEG (12-13): 1. Jason Clark (Kaw); 2. Jeff Dase (Suz); 3. Richard Rotan; 4. Phil Schafer (Yam); 5. David Cannon (Yam).

80 STK (12-13): 1. Sean Hamblin (Yam); 2. Robby Cause (Suz); 3. Jonathan Shimp; 4. Levi Reid (Yam); 5. Brian Morgan (Yam).

80 MOD (12-13): 1. Billy Payne (Kaw); 2. Robby Couse (Suz); 3. Bullfrog Newcomer (Hon); 4. Levi Reid (Yam); 5. Brian Morgan (Yam).

80 STK (14-16): 1. Jacob Martin (Suz); 2. Andy Harrington (Kaw); 3. Oscar Valdez (Yam); 4. Danny Carlson (Yam).

80 BEG (14-16): 1. Lennie Liston (Kaw); 2. Steven Fox (Kaw); 3. Steven Herrick.

80 MOD (14-16): 1. Jacob Martin (Suz); 2. Jimmy Varis; 3. Brian Sweany; 4. John Thompson (Yam); 5. Danny Carlson (Yam).

S/MINI OPEN: 1. Andy Harrington (Kaw); 2. Jimmy Varis; 3. Billy Payne (Kaw); 4. Danny Carlson (Yam); 5. Sean Hamblin (Yam).

125 YTH: 1. Dean Van Riper (Kaw); 2. Cory Bauder (Kaw); 3. Glenn Branson (Suz); 4. Cory Gibbons (Hon); 5. Adam Pierce (Kaw).

Easy win for Rahars at Wabash Motocross

By Larry Witmer

WABASH, IN, OCT. 9

Bob Rahard rebounded from a first-moto third-place finish to take the overall win in the 40+ class during the final round of the Indiana State Championship at the Wabash Cannonball M.C. clubgrounds.

The opening 40+ moto holeshot went to Rahard, with Gary Peak and Alan Bowman in tow. Peak outgunned Rahard for the lead on the opening lap in one of the off-camber switchbacks and opened up an immediate gap, leaving Rahard to fight off Bowman's advances. Roger Lewis was in a good race with Charlie Koch, and Randy Gordon for fourth place.

Bowman was trying to get Rahard over the "Stadium Triple," but he couldn't carry the momentum. Peak continued to stay ahead of the battle for second by two seconds. Bowman found the way past Rahard in the stadium whoops. Peak was now being reeled in by the Honda of Troy-mounted Bowman. But catching Peak is one thing and passing him is another. The well-conditioned Peak held off Bowman's advances to the checkered flag. Rahard finished four seconds off the front-runner's pace.

Peak was unable to make the gate in the second moto after coming up short on a set of triples while competing in the Vet Expert division. Peak didn't crash, but he hit his Axo helmet on the crossbar and tweaked his ankle.

Rahard was sharp on the line in moto two and took the early lead, with Bowman second and Charlie Koch third. Rahard held off every attack that Bowman could mount throughout the moto. Bowman would pull alongside Rahard in the rockers, but Rahard would wick the throttle fend off Bowman. When the checkered flag came out, Rahard was still riding smoothly and making his CR as wide as possible to keep Bowman behind him. Rahard took the overall win with his 3-1 score.

Results

125 B: 1. Jeff Baker (Hon); 2. Travis Toll (Suz); 3. Nicholas Barber (Kaw); 4. Jeromi Beans (Hon); 5. Jason Spencer (Yam).

40+: 1. Bob Rahard (Hon); 2. Alan Bowman (Hon); 3. Charlie Koch (Hon); 4. Roger Lewis (Hon); 5. Randy Gordon (Hon).

AUTO: 1. Fred Karrle (Yam); 2. Zack Marshall; 3. M. Crane (Yam); 4. Zach Jones (Yam); 5. Jason Verellem (Yam).

60: 1. Barry Howard (Kaw); 2. Blake Jones (Kaw); 3. Bradley Ripple (Kaw); 4. Stephen Thompson (Kaw); 5. Geddy Karrle (Kaw).

250 A: 1. John Baker (Hon); 2. Clinton Moore (Hon); 3. Scott Kirkpatrick (Kaw); 4. Carey West (Suz); 5. Jeff Ulshaffer (Suz).

125 A: 1. Connie Feist (Yam); 2. John Baker (Hon); 3. Jay Wagner (Kaw); 4. Steve Cross (Suz); 5. Carey West (Suz).

250 B: 1. Travis Toll (Suz); 2. Steve Kaylor (Yam); 3. Terry Strunk (Kaw); 4. Chad Boyd (Suz); 5. Jason Lewis (Hon).

25+: 1. Connie Feist (Yam); 2. Scott Kirkpatrick (Kaw); 3. Dave Johnson (Kaw); 4. Larry Witmer (Suz); 5. Chuck Hamilton (Yam).

250 C: 1. Brad Kopsho (Hon); 2. Michael Jones (Hon); 3. Randy Wagoner (Yam); 4. Jeff Logsdon (Suz); 5. Jason Nichols (Hon).

16-24 A: 1. Clinton Moore (Hon); 2. Carey West (Suz); 3. Eric Bowman (Kaw); 4. Jason Boyd (Suz); 5. Joe Beher (Yam).

30+ B: 1. Bob Rahard (Hon); 2. Jeff Hinen (Yam); 3. Bryan Bowen (Yam); 4. Bob Payonk (Yam); 5. Monte Reed (Kaw).

125 C: 1. Marshall Kitzell (Suz); 2. Eric Frye (Kaw); 3. Claude Kendall (Kaw); 4. David Teeters (Suz); 5. Brad Davis (Kaw).

30+ A: 1. Connie Feist (Yam); 2. Larry Witmer (Suz); 3. Dave Johnson (Kaw); 4. Chuck Hamilton (Yam); 5. Matt Maley (Hon).

80 JR: 1. Ben Riddle (Hon); 2. Robert Turley (Suz); 3. Ritchie Moore (Kaw); 4. Travis Sprong (Hon); 5. Barry Howard (Hon).

25+ B: 1. Michael Jones (Hon); 2. Brent Long (Suz); 3. Monte Reed (Kaw); 4. Brad Goins (Hon); 5. Jeff Freeman (Yam).

80 SR: 1. Ben Graves (Suz); 2. Derrick McKinney (Kaw); 3. Alan Sanders (Hon); 4. Justin Bush (Kaw); 5. Michael Robinson (Hon).

14-24 B/C: 1. Jeff Baker (Yam); 2. Jassen Snodgrass (Yam); 3. Brad Kopsho (Hon); 4. Nicholas Barber (Kaw); 5. Jeff Lardche (Hon).

Furr takes two plates at Rockingham Drag Race

By Mary Lou Brewton
Photo by Charlie Brewton

ROCKINGHAM, NC, OCT. 7-9

Bill Furr was simply awesome at Rockingham International Raceway, as he took two number-one plates after scoring wins in the Top Fuel final and clinching the Pro Fuel title via a final-round appearance at the All Harley Drag Racing Association's National/Eastern Points Finals.

With only a slim chance to change the Top Fuel championship points race, Furr gave notice that he was ready to mount a challenge when he ran a 6.99 in the first qualifying round on Saturday, becoming the first Top Fuel Harley rider ever to break the seven-second barrier. The Orangeburg Cycles-backed Furr advanced through the Top Fuel eliminations to meet the class' number-one-plate holder for the past seven years, Jim McClure.

In the final, Furr laid down a 7.08/186.24 mph pass to strip the title from McClure, who ran a quicker 7.07/184.38 but crossed the finish line second.

Furr had a much easier time capturing the points championship in the Pro Fuel class, having come to Rockingham with a 73-point lead over second-placed Robert Stewart. Furr was able to clinch the title by advancing to the final round, while Stewart was taken out in the second round by Jay Turner, who also advanced. In the final, Turner took the victory with a 7.29/176.68 over Furr's 7.31/171.13.

Results

T/F: 1. Bill Furr.
P/F: 1. Jay Turner
P/S: 1. Tony Mattioli.
P/D: 1. Larry Brancaccio.
P/G: 1. Tom Hannum.
MOD: 1. Wayne Pollack.
ST/A: 1. Robbi Miley.
ST/B: 1. Bobby Pettit.
ST/C: 1. Michael Shute.
ST/D: 1. Richard Hillegass.
ST/E: 1. Frank Rayburn.
ST/F: 1. Mike Long.
ST/G: 1. J. Chambers.
ST/U: 1. Bill McGrew.
ET: 1. Daniel LaJoof.

Yokum soars at Starwest MX

By David A. Procida

MORENO VALLEY, CA, OCT. 8

Casper Yokum put his Suzuki into the winner's circle with a pair of moto wins in the 30+ Beginner class during the final round of the Starwest Supercross Park's T-shirt giveaway series.

The RM-mounted Yokum grabbed the lead in moto one at the drop of the gate. Rich Dean, was hot on Yokum's heels, with Paul Novak, John Stavos and Elmer Silflies in the lead pack. Dean was pressuring Yokum, looking for the opening that would put him out front. Meanwhile, the action for third was heating up, as Silflies was all over Novak and finally made the pass in the rocker section of the course.

On the fourth lap, Dean was riding on Yokum's shirttail, and he began to stick a wheel in on the RM rider while Silflies closed the gap to Dean's rear fender making it a three-rider battle for the lead. The fight went all the way to the checkered without any of the challengers able to break Yokum's hold on the lead. Novak held tight for fourth, with Jerry Birky rounding out the top five positions.

John Elson was determined to better his seventh-place showing in the first moto and nailed the falling of the gate perfectly to lead the pack through the first turn. He held on to the lead for almost the entire first lap before looping out over the grandstand double.

Dean took over the lead, with Yokum, Novak and Tim Briney close behind him. Yokum stalked Dean for the next lap, closing in as the pair went through the "Snake Pit" and making the pass when Dean elected to single the infield double.

With Yokum now in control of the race and Dean a solid second, all eyes went back to the battle for third. Silflies won that battle, following Yokum and Dean across the line for third and third overall, with Birky and Novak rounding out the top five. The overall results mirrored the final moto standings, as Yokum, Dean, Silflies, Birky and Novak took the top five positions in the class.

Results

Pee Wee Track

P/W STK A: 1. Hollis Lusk (Itj).

P/W STK B: 1. Nicholas Lopez (Yam); 2. Andrew Petrie (Yam); 3. Kelly Tedder (Yam); 4. Michael Parker (Yam); 5. Justin Workman (Yam).

P/W MOD BEG: 1. Brock Harden (KTM); 2. Danny Bartz (Yam); 3. Steven Brewis (Yam).

P/W MOD B: 1. Michael Parker (Yam); 2. Michael LaPaglia (KTM).

P/W STK BEG (4-6): 1. Nathan Litwin (Yam); 2. Daniel Brown (Yam); 3. Bruce Rutherford (Yam); 4. Thor Sullivan (Yam); 5. Brys Kuntz (Yam).

P/W STK (4-8): 1. Danny Bartz (Yam); 2. Taylor Gilmore (Yam).

P/W STK (7-8): 1. Michael Raines (Yam); 2. Bryan Brimball (Yam); 3. Joseph Cates (Yam); 4. Andrew Kuntz (Yam); 5. Freddy Phumirat (Yam).

Supercross Track

50 STK: 1. Mike LaPaglia (KTM); 2. Brent Harmon (Yam); 3. Phillip Bruscella (Yam).

50 MOD: 1. Kyle Gwinn (Yam).

60 (6-8): 1. Kyle Harris (Kaw); 2. Chris Nihan (Kaw); 3. Joshua Brown (Kaw); 4. Jason Medina (Kaw); 5. Donald Cbollar (Kaw).

60 (9-11): 1. Jesus Castillos (Kaw); 2. Nick Alverez (Kaw); 3. David Sullins (Kaw); 4. Brock Bolling (Kaw); 5. Andy Pierce (Kaw).

80 (0-11): 1. Chris Hunsinger (Suz).

80(12-13): 1. Nick McBride (Kaw); 2. Corey Clayton (Yam); 3. Todd Clayton (Yam); 4. Bryan Hansey (Kaw).

80 (14-16): 1. Danny Carlson (Yam); 2. John Thompson (Yam).

80 (12-16) BEG: 1. Jesus Castillas (Yam); 2. Steven Herrick (Hon); 3. Jeff Dase (Suz); 4. Chad Gaumer (Kaw); 5. David Cannon.

125 BEG: 1. Dan Farrar (Suz); 2. Chris Honnold (Kaw); 3. Allen Doss (Kaw); 4. Howey Erickson (Suz); 5. Corey Clayton (Yam).

125 NOV: 1. Adam Pierce (Kaw); 2. Shawn Dolmage (Kaw); 3. Deron Wilson (Suz); 4. Toby Lopez (Suz); 5. Cory Bauder (Kaw).

125 INT: 1. Erth Cobb (Hon).

250 BEG: 1. James Jongkind (Hon); 2. Chuck Clark (Suz); 3. Steve Kovac (Hon); 4. Elton Martins (Suz); 5. Dave Nelson (Hon).

250 NOV: 1. Kyle Baird (Suz).

250 INT: 1. Matt Stiles (Hon).

250 PRO: 1. Tadatsune Kiyota (Kaw); 2. Ed Redman (Hon); 3. Ty Kady (Suz).

25+ BEG: 1. Randy Shore (Suz).

30+ BEG: 1. Casper Yokum (Suz); 2. Rich Dean (Suz); 3. Elmer Silfies (Yam); 4. Jerry Birky (Hon); 5. Paul Novak (Suz).

30+ NOV: 1. Harry Warr (Hon); 2. Pete Jenkins (Hon); 3. Phillip Davis (Hon).

30+ INT: 1. Tony Feldhaus (Hon).

30+ EX: 1. Scott Harden (KTM).

Champs honored at D.T.R.A. banquet

By Tim McBride

BROOKLYN PARK, MN, OCT. 10

The Dirt Track Riders Association honored its class champions at the annual awards banquet held at the Isaac Walton League in Brooklyn Park, Minnesota.

Club members, family and friends were treated to good food, the presentation of awards, and some of the best bench racing ever.

With the support from several sources, long-time D.T.R.A. promoters Buzz and Marie Arndt made sure that everybody left with a door prize. Buzz and Marie emphasized that without the effort from track workers, scoring, sign-up personnel, etc., the D.T.R.A. simply would not exist. Plaques of appreciation were awarded to the following who pitched in to help make this season possible: Mike Ledin, Don Boehlke, Eric Brouhard, Tom Spotts, Steve Vanderhoff, Dan Sandberg, Heather Donnay, the Henrichs family, Tim, Denise and Adam, Sherrie Jenkins and Kieth Raveling.

A secret collection was taken by the riders and helpers for two specially engraved murals that were presented to the Arndts, thanking them for their hard work and dedication in making the D.T.R.A. a Minnesota racing tradition.

As far as the racing went, the Open A class championship fell to Billy Hoffmiester, who won every event except for the final round, which went to his teammate Eric Brouhard.

The master himself, Buzz Arndt, proved that at 52 years of age, you're never too old. Arndt clinched the Twin, Senior and Open B class championships, respectively. In only his first year in any sort of organized racing, Dave Jenkins won the highly competitive 30+ class championship.

Other notables were Adam Henrichs, who after switching from four wheels to two, scored the 80cc title. Durelle Racing Products-sponsored Elizabeth "Bitsy" Kantor won every 250cc B event she entered this season to notch yet another class championship.

The entrants in the Micro Mini class have increased dramatically. At one point during the season two heats had to be run just to determine the two-row, 12-rider main events. With the exception of one-time race winner Jesse Alto, Jacob Mataya and Joshua Koch traded wins the whole season. After the numbers were crunched it was Mataya nipping Koch for the championship.

What started out to be an experimental class became one of the most popular. After edging Dave Koch and Dave Jenkins in points, the Stock Frame championship fell to Steve Hill. Veteran dirt track racer James Eastlee. was a dominant figure throughout the year in the Vintage class and clinched the class title over upstart racer Mike Pangerl and Joel Gulbranson.

Result

OPEN PRO: 1. Billy Hoffmiester; 2. Eric Brouhard; 3. Tony Kohner.
250 PRO: 1. Verdeen Langland; 2. Tim Gregory.
OPEN B: 1. Buzz Arndt; 2. Tim Gregory; 3. Dave Koch.
SEN: 1. Buzz Arndt; 2. James Eastlee; 3. Joe Blackwell.
TW: 1. Buzz Arndt; 2. Frank Radloff; 3. Joe Blackwell.
250 B: 1. Bitsy Kantor; 2. Marcus Bauer; 3. Tim McBride.
30+: 1. Dave Jenkins; 2. Dave Koch; 3. Marty Mataya.
VINT: 1. James Eastlee; 2. Mike Pangerl; 3. Joel Gulbranson.
STK FRM: 1. Steve Hill; 2. Dave Koch; 3. Dave Jenkins.
80: 1. Adam Henrichs; 2. Jacob Blackwell.
50: 1. Jacob Mataya; 2. Joshua Koch; 3. Jesse Alto.

Grewe, Hileman tame Aztalan Senior Motocross

By Andrew Bussen

LAKE MILLS, WI, OCT. 8

A steady rain caused muddy conditions for the riders attending the Dirty Old Blasters MX at Aztalan Cycle Park, and with the day ending after only one half of the motos had been completed, John Grewe and James Heilman came away with overall wins in the 25+ and 30+ Expert classes, respectively.

Scott Steinle wasted no time in getting his big-bore 1995 Honda hooked up and to the first turn before the other riders in the 25+ Expert Class. Close behind, with considerably less horsepower, were Doug Forstner, Grewe, and Kevin Popaeko. Grewe and his Suzuki RM125 obviously were not fazed by the rain-soaked track or the bigger bikes, and he had enough tearoffs to get around Forstner and Steinle by the second lap. Grewe led the remainder of the 20-minute-plus-one-lap moto.

As Grewe's lead increased, Forstner, Popaeko, Scott Hicks, Steinle and Jim Randa were dodging each others' roost and swapping positions throughout the remainder of the moto. Hicks dropped out of the race when the engine on his KX250 seized near the plateau jump. By the 15-minute mark, Steinle had secured second place, with Popaeko, Randa and Forstner rounding out the top five.

Results

25+ EX: 1. John Grewe; 2. Scott Steinle; 3. Kevin Popaeko; 4. Jim Randa; 5. Doug Forstner.
25+ INT: 1. Jeff Metzer; 2. Robb Rutta; 3. Ron Rivenburgh; 4. Mark Bonnell; 5. Craig Gutenberger.
30+ EX: 1. James Heilman; 2. Thomas Dretzke; 3. Scott Steinle; 4. Eriks Ezerins; 5. Larry Beyer.
30+ INT D-1: 1. Kris Klapperich; 2. Kevin McKee; 3. Terry Chumbley; 4. Joel Hall; 5. Mike Gowe.
30+ INT D-2: 1. Ron Rivenburgh; 2. Mark Bonnell; 3. Bryan Wienke; 4. Craig Gutenberger; 5. Steve Lange.
35+ INT: 1. Terry Chumbley; 2. Kris Klapperich; 3. Ronald Downen; 4. Michael Ellis; 5. Bryan Wienke.
40+ EX: 1. Michael Ellis; 2. Dave Antolak; 3. Jerry Bumgardner; 4. Harold Gooch; 5. Joe Murphy.
40+ INT: 1. David Knospe; 2. Gary Day; 3. John Meehan; 4. Ted Fookes; 5. Mark Thompson.
50+ EX: 1. Terry Woosley; 2. Ronald George; 3. Michael Micheli; 4. Hank Bronowicz.
50+ INT: 1. Michael Gallager; 2. William Terry; 3. William Estill; 4. Jim Denevan; 5. Ronald Schwartz.
60+: 1. Robert Brotz; 2. Denny Boblin; 3. Rowan Lockwood.
AHRMA: 1. Frank Dunn; 2. Bern Seleski; 3.Brian Willems; 4. Dan Johns; 5. Steve Green.

Fay stomps competition at Elma Short Track

By Bob Moran

ELMA, WA, OCT. 14

Mickey Fay showed up at the Elma indoor sporting his 600cc National Champion number-one plate and backed it up with a runaway win in the main event.

After a restart due to first-lap crashes in turns one and four, the main got underway with Chris Fitzhugh getting the holeshot from the pole position. Fay put his Wood-Rotax into the second position, and Troy Rose was running third. Fitzhugh, being very familiar with Fay's short track tactics, was holding his Peiroli-tuned Yamaha to a very tight line. On lap three, Fitzhugh drifted just slightly off the pole going into turn three and that was the only opening Fay needed. Fay got under him coming out of turn four and made the inside pass down the front straight.

Fay drew out to an eventual half straight-away lead. Fitzhugh settled into second and held that position to the finish, keeping a safe margin over Mike Sullivan and Troy Rose. Sullivan rode a great race, making his first start on dirt since wrapping up seventh place in the 250cc Grand Prix class on the 1994 AMA National Road Race tour. Jeff Hiatt finished fifth.

Some of the most exciting racing of the evening was seen earlier in the three-lap trophy dashes. The Youth trophy dash saw Kevin Bunger win on his 50cc stock Cobra. Bunger held his staggered-start advantage over Michael Rochester, Kyle Bunger and Jacob Holden all the way to the finish. The Vintage/Masters combined dash saw Paul Mierz pilot his vintage 350cc Honda twin to victory over John Fox, Doug Anderson and Tom Simpson.

In the final trophy dash, 125cc rider Rick Warmbo used his staggered-start advantage to grab the lead over the 250cc and 600cc qualifiers. Warmbo was being pressed by Todd Hagmann but maintained a bike-length lead over the bigger bikes until heading for the white flag when he bobbled badly. Hagmann moved to the outside and took the lead and the win over Aaron Waggoner, Steve Haug and Warmbo.

Results

P/W: 1. Cory Simpson (KTM); 2. Dustin Pruczinski (Yam); 3. Justin MacMillan (Suz).
50 STK: 1. Kevin Bunger (Cobra); 2. Kyle Dwyer (M-M); 3. Michael Rockester (M-M); 4. Andy Fay (Itj); 5. Eric DeBoer (KTM).
50 MOD: 1. Michael Rochester (Hon); 2. Kyle Dwyer (Yam); 3. Andy Fay (Yam).
60: 1. Chris Waite (Kaw); 2. Kyle Bunger (Kaw); 3. Kevin Bunger (Kaw); 4. Duane Ash (Hon); 5. Cody Thompson (Kaw).
80: 1. Jacob Holden (Hon); 2. Scooter Vernon (Hon); 3. Kurtis Hawk (Suz); 4. Kyle Bunger (Hon); 5. Chris Waite (Hon).
125: 1. Rick Warmbo (Kaw); 2. Ryan Gilbert (Yam); 3. Steve Akin (Hon).
250: 1. Todd Hagmann (Kaw); 2. Joe Lenz (Yam); 3. George Prindiville (Hon); 4. Taffy Akin (Hon); 5. Jeff Kiser (Hon).
VINT 250: 1. John Fox (Bul).
VINT TW: 1. John Paul Mierz (Hon); 2. Willie Ward (Yam); 3. James Coppedge (BSA).
30+ (250): 1. Douglas Anderson (Hon); 2. Mike DeBoer (Hon).
30+: 1. John Fox (Hon); 2. Steve Haug (Yam); 3. Paul Peiroli (Yam); 4. Robert Loose (Yam); 5. Mark Studibaker (Hon).
40+: 1. Tom Simpson (H- D); 2. Paul Peiroli (Yam); 3. Bill Fogg (Hon); 4. Bud Roberts (Hon).
OPEN: 1. Rick Fox (Bul); 2. Robert Loose (Yam); 3. Aaron Waggoner (Yam); 4, Jeff Dahners (Yam); 5. Rick Arnold (Hus).
M/C EX: 1. Mickey Fay (W-R); 2. Chris Fitzhugh (Yam); 3. Mike Sullivan (Hon); 4. Troy Rose (Yam); Jeff Hiatt (Yam).

Omann rips Spring Creek Motocross finale

By George Hodkinson

MILLVILLE, MN, OCT. 2

Matt Omann scored the win in the Mini Junior class at the final motocross event of the '94 season at Spring Creek.

Mike Evenson led the pack of into the first corner in moto one with Omann, Jacob Scholar and Jeremy Rinerson behind him. Omann quickly displaced Evenson for the lead in the early stages, as Scholar pressed on in third. On lap two of four, with Omann building a lead, Evenson went down, but remounted in fifth as Schoar took over second and Rinerson third.

As the white flag came out, Scholar stalled his bike and had problems getting it going, but he re-entered the race in fourth. At the finish, it was Omann in front with a 35-second lead. Rinerson ran a lonely second, while Evenson moved back up to third.

The start positions of moto two were a carbon copy of the first, with Evenson, Omann Scholar and Rinerson filling the top four spots. With Omann and Scholar passing Evenson on the first lap, the finishing positions in the moto were almost set. Evenson challenged Scholar for second after getting passed, but he was unable to get the position back, as Omann cruised out front for the win. At the finish it was Omann with the win, followed by Scholarr, Evenson and Rinerson.

Results

MICRO MINI: 1. Scott Ehlenfeldt; 2. Joshua Rolbiecki; 3.Kyle Strandlund; 4. Ryan Gates; 5. Shane Clark.
P/W: 1. Jacob Scholar; 2 .Derek Osterberg, 3. Joshua Carlson; 4. Ben Kremer; 5. Bill Krusmark.
JR: 1. Matt Omann; 2. Jacob Scholar; 3. Mike Evenson; 4. Jeremy Rinerson; 5. Jake Gottas.
MINI SR: 1. Ryan Megaw; 2. Bryan Kremer; 3. Mitch Wells; 4. Zach Derry; 5. Wayd Ferris.
YTH: 1. Ryan Broughton; 2. Lee Theis; 3. Shelly Kann; 4. Jamey Grosser; 5. Lucas Omann.
17- 24 A: 1. Rob Engstrom; 2. James Povolny; 3. Aaron Carbon; 4. Mike Luoma; 5. Bill Tilford.
17- 24 B: 1. Shawn Woodward; 2. Joshua Huls; 3. Tony Hauer; 4. Stephan Kizer; 5. Brent Herber.
17- 24 C: 1. Eric Padelford; 2. Shane Sjorgren; 3. Jason Miller; 4. Scott Bakken; 5. Terence Winstead.
25+ A: 1. Chris Bense; 2. Scott Steinle; 3. Bruce Gates; 4. Mike Dakovich; 5. Dana Hunt.
25+ B: 1. Mike Fox; 2. David Janzig; 3. Jeff Ferrin; 4. Jeff Obon; 5. Kurt Fosberg.
25+ C: 1. Randy Saeger; 2. Jeff Womeldorf; 3. Tim Hanson; 4. Rick Pfeilsticker; 5. Robert Hanson.
VET A: 1. Scott Steinle; 2. Jeff Sorenson; 3. Russell Anthony; 4. John Martin; 5. Dana Hunt.
VET B: 1. Jeff Olson; 2. Tim Rood; 3. Jeff Sandback.
VET C: 1. Dan Lacroix; 2. Harold Gooch; 3. Brian Cole; 4. Jeff Luedke; 5. Kelly Withen.
SR 40+: 1. Brian Otto; 2. Harold Gooch; 3. Jerry Bumgardner; 4. Jon Rasmussen; 5. Paul Holland.
S/SR 50+: 1. Robert Wistedt; 2. Mike Carter; 3. James Kirkpatrick; 4. Ken Corrin.
WMN: 1. Shelly Kann; 2. Amy Groth.
125 A: 1. James Povolny; 2. Heath Voss; 3. Mike Luoma; 4. Lee Theis; 5. Steve Krech.
125 B: 1. Ross Thompson; 2. Thor Mathison; 3. Jeff Ferrin; 4. Doug Pixley; 5. George Hodkinson.
125 C: 1. Rick Pfeilsticker; 2. Terry Jenniges; 3. Lucas Omann; 4. Steve Bechel; 5. Joe Johnson.
250 A: 1. Robbie Engstrom; 2. Chris Bense; 3. Heath Voss; 4. Bruce Gates; 5. Mike Luoma.
250 B: 1.Mike Fox; 2. Shawn Woodward; 3. Tim Rood; 4. Joshua Huls; 5. Bob Goblirsch.
250 C: 1. Dan Lacroix; 2. Shane Sjorgren; 3. Sean Robertson; 4. Tim Larson; 5. Shawn Sandback.
OPEN A: 1. Scott Steinle; 2. Steve Tuomela.
OPEN B: 1. Mike Johnson; 2. Brent Herber; 3. Brian Byrne; 4. Jay Edwards; 5. Tim Bohman.
OPEN C: 1. Paul Monpas; 2. Steve Caron; 3. Steve Zwinger; 4. Jeff Hause; 5. Andy Mead.

Jeff Griese (26) leads eventual winner Scott Pinson (841) in 125cc B class action at the Calhoun Supercross.

Pinson, Reynolds romp Calhoun Supercross

By Gary Crider

CALHOUN, GA, SEPT. 25

Scott Pinson and Ryan Reynolds scored class wins during the opening round of the third annual Georgia Fall MX Championship Series at Calhoun Supercross.

Pinson topped the Schoolboy and 125cc B classes, while Ryan Reynolds topped both of the A divisions. Over 370 riders turned out for the event, the final race of the season at Calhoun.

Pinson's 125cc B moto wins were hard-earned, as Jeff Giese held the initial lead in both motos. Giese matched wheels with Pinson both times, but a crash while leading the last lap of moto two set Giese back to third overall behind Pinson and Kyle Kelly.

Giese and Kelly returned in the Unlimited Amateur class where they shared moto wins. Giese was on top in the second to win overall.

Pinson squared off with Shea Bentley in some close Schoolboy-division racing, where Pinson's 2-1 tally edged Bentley's 1-2. Andy Giles was third.

The 125cc A contest was highlighted by a tight, second-moto battle between Honda riders Reynolds and Dwayne Bone. Bone got by race leader Reynolds on lap three for the win. The overall honors, however, belonged to Reynolds via his 1-2 score. Bone was third with 8-1 finishes.

One of the most exciting match-ups of the day came in the 35+ class, as Gary Graham and Donny Banks dueled start to finish in both motos. It was close at the checkered flag both times, but the gold went to Graham by virtue of his tie-breaking win in moto two.

Results

P/W (4-6): 1. Joshua Moritz (LEM); 2. Bradley Wright (Yam); 3. Clayton Henderson (Yam); 4. Cole Boutwell (Itj); 5. Danny Luttrell (Yam).
P/W (7-9): 1. Andrew Matusek (LEM); 2. Ryan Wooden (Yam); 3. L.B. Horne (LEM); 4. Buck Hartzog (Yam); 5. Jesse Luttrell (Yam).
P/W SPCL: 1. Josh Maynard (Kaw); 2. Leah Cantrell (Kaw); 3. D.C. Thomason (Suz); 4. Timothy Hibbs (Suz); 5. Travis Pennington (Suz).
60: 1. Michael Sizemore (Kaw); 2. Dash Lyle (Kaw); 3. Wesley Segars (Kaw); 4. Zach Rutledge (Kaw); 5. Justin Whatley (Kaw).
80 BEG: 1. Trey Powell (Kaw); 2. Josh Whitmire (Kaw); 3. J.R. Tucker (Kaw); 4. Steven Lowman (Yam); 5. Tyler Eberly (Kaw).
JR MINI: 1. Thomas Emmett (Yam); 2. Lee Mullis (Kaw); 3. Wesley Segars (Kaw); 4. Chad Hampton (Kaw); 5. Justin Whatley (Hon).
SR MINI: 1. Shea Bentley (Kaw); 2. Jon-Boy Monk (Hon); 3. Michael Crawford (Yam); 4. Keith Thompson (Yam); 5. Jason Whatley (Yam).
SCHBY: 1. Scott Pinson (Suz); 2. Shea Bentley (Kaw); 3. Andy Giles (Suz); 4. Jon-Boy Monk (Kaw); 5. Michael Crawford (Yam).
125 BEG: 1. Doug Clark (Kaw); 2. Kansas Serritt (Suz); 3. Scott Wilburn (Kaw); 4. Keith Cochran; 5. Keith Higginbotham (Hon).
250 BEG: 1. Chris Adams (Kaw); 2. Leonard Griffin (Yam); 3. Steve Aydelott (Kaw); 4. Josh Hales (Kaw); 5. Van Anderson (Yam).
125 C: 1. Frank Boston (Kaw); 2. Charley Keplinger (Suz); 3. Chaney Bryant (Kaw); 4. Mick Bailey (Suz); 5. J.J. Eidson (Yam).
250 C: 1. John Watkins (Kaw); 2. Austin Gomez (Kaw); 3. Chris Denny (Kaw); 4. Shane McElwaney (Yam); 5. Shane Fernwick (Suz).
125 B: 1. Scott Pinson (Suz); 2. Kyle Kelly (Kaw); 3. Jeff Giese (Suz); 4. Chad Anderson (Kaw); 5. Andy Mullins (Yam).
250 B: 1. Mike D'Amico (Suz); 2. Rusty Roberts (Yam); 3. John Upton (Kaw); 4. Dusty Holt (Kaw); 5. Chris Williams (Yam).
U/L AM: 1. Jeff Geise (Suz); 2. Kyle Kelly (Kaw); 3. Charley Keplinger (Suz); 4. Shane McElwaney (Yam); 5. Jason Duren (Hon).
25+: 1. Tommy Martin (Hon); 2. Mike Henderson (Hon); 3. Rick Lindell (Yam); 4. Glen Bates (Kaw); 5. Dell Ellanson (Kaw).
30+: 1. Ross Johnston (Hon); 2. Rick Lindell (Yam); 3. Mike Henderson (Hon); 4. Glen Bates (Kaw); 5. Dell Ellanson (Kaw).
35+: 1. Gary Graham (Hon); 2. Donny Banks (Hon); 3. Vance Chase (Hus); 4. Billy Scoggins; 5. Cliff Dockery.
40+: 1. Larry Hamrick (Suz); 2. Dale Deaton (Hon); 3. Shorty Goode (Suz); 4. Doug Lawson (Hon); 5. Barry Collins (Yam).
125 A: 1. Ryan Reynolds (Hon); 2. Bryan Thornburg; 3. Dewayne Bone (Hon); 4. Rod Stuckey (Kaw); 5. Danny Haynes (Suz).
250 A: 1. Ryan Reynolds (Hon); 2. Danny Haynes (Suz); 3. Tommy Martin (Hon); 4. Dewayne Bone (Hon); 5. Rod Stuckey (Kaw).
SPCL OPEN: 1. Andy Hackney (Hon); 2. Jonathan Haney (Hon); 3. Marion Davis; 4. Rance Carter (Hon); 5. Marion Astin (Hon).
SPCL OPEN MNY: 1. Michael Hayes; 2. Chris Carden; 3. Donny Banks; 4. Josh Pippen; 5. Stephen Palmer.

Ezerins clean at Schuessler Memorial Motocross

By Phil McDowell

LAKE MILLS, WI, OCT. 9

Midwest Action Cycle/Torque Center/AXO-sponsored Eron Ezerins was one of few riders to stay clean at Aztalan's annual Randy Schuessler Memorial motocross by staying out front in both the 125 and 250cc A classes.

A full day of rain the previous day and sprinkles throughout the night left the track in somewhat of a quagmire-like state for Sunday morning's practice. But instead of cancelling the race, the track crew worked hard to eliminate the worst sections. For the riders who toughed it out, there were rewards at the end of the day.

Ezerins had a pretty easy go of it in the 250cc A class, as he slopped to a pair of moto wins over Richard Cuff and Michael Luoma. In first 125cc A moto though, Ezerins had a bit more work to do after he spun out and got bumped in the first turn. But he picked it up and was back in second before the first lap was complete. He went on to take the win over Luoma. Overall, it was Ezerins, Luoma and Andy Bowman.

The Vet A class went to Chuck Kingstad, who inherited the first moto win after early race leader Tom Dretzke broke a chain. Dretzke came back to take the win in the second moto, with Kingstad second.

The Vintage class went to Thomas Anglin who posted a 4-1 score to beat Pete Degrand's 2-3 and Wayne Slagle's 5-2. CN

Results

P/W: 1. Jared Keuntjes; 2. Mark Sheppard; 3. Derek Head; 4. Justin Hager; 5. Justin Hall.
WMN: 1. Michelle Bielen; 2. Jill Wilber; 3. Kirsten Raemisch; 5. Jessica Busch; 5. Angela Keuntjes.
60: 1. Brad Modjewski; 2. Kirsten Raemisch; 3. Greg Niles; 4. Michael Gooch; 5. Matthew McGrath.
MINI JR: 1. Justin Head; 2. Nathan Sullivan; 3. Keith Degrand; 4. Clint Friesen; 5. Dustin Garrett.
MINI SR: 1. Dustin Keuntjes; 2. Lucas Ackerman; 3. David Hart; 4. Joe Gasser; 5. Andrew Foltz.
125 JR: 1. Josh Vanoudenhoven; 2. Phillip Day; 3. Jason Wilber; 4. Shawn Graumann; 5. Sam Gorski.
125 A: 1. Eron Ezerins; 2. Michael Luoma; 3. Andy Bowman; 4. Chad Vancalster.
125 B: 1. Eric Nelson; 2. Brad Schieble; 3. Chris Kanzler; 4. Jimmy Overson; 5. Phillip Day.
125 C: 1. Jason Wilber; 2. Jim Kostopoulos; 3. Jef f Bennett; 4. Bob Jenders; 5. Chris Halverson.
250 A: 1. Eron Ezerins; 2. Richard Cuff; 3. Michael Luoma.
250 B: 1. Lee Steffens; 2. Mike Gowe; 3. Denny Hacker; 4. Chris Kansler.
250 C: 1. Shane Sjorgren; 2. Phil McDowell; 3. James Kruse; 4. William Dennis; 5. Ray Peebles.
OPEN: 1. Robert Raduenz; 2. John Weiss; 3. Brian Willems.
MSTR: 1. Thomas Dretzka; 2. Tim Smith; 3. Brian Willems; 4. Joseph Knick; 5. Timothy Weiss.
VET A: 1. Chuck Kingstad; 2. Thomas Dretzke.
VET B: 1. Phil McDowell; 2. Joe Nosek; 3. Randy Becker; 4. Harold Gooch; 5. Jon Rasmussen.
VINT: 1. Thomas Anglin; 2. Pete Degrand; 3. Wayne Slagle; 4. Robert Julian; 5. Paul Blower.
40+: 1. Michael Ellis; 2. Jon Rasmussen; 3. David Knospe; 4. Gary Day; 5. Harold Gooch.
50+: 1. Michael Gallagher; 2. William Terry; 3. Paul Glastetter.

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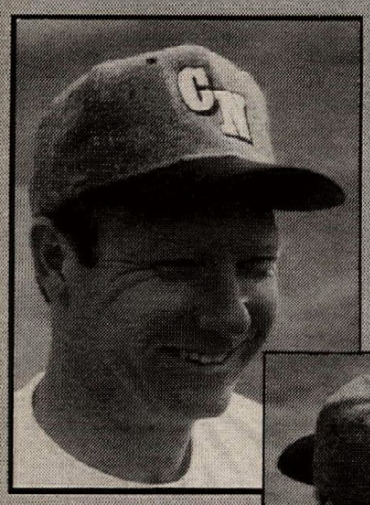
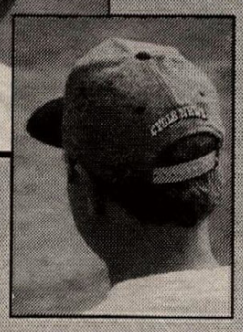
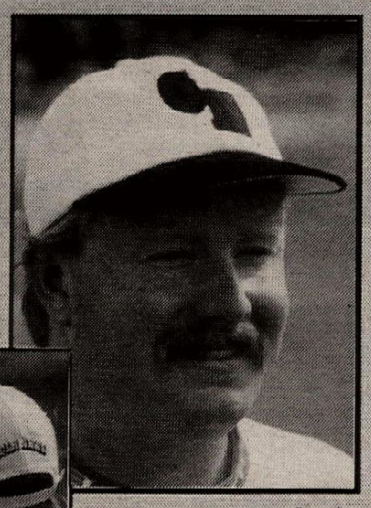


Front



Back

- Grey Top
- Red Canvas Bill
- White "CN" Logo
- "Collegiate" Style



Front

Back

- White Top
- Black Suede Bill
- Red "CN" Logo
- Low "Surfer" Style

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RESULTS

Motocross
Mustang Acres
Brighton, MI
Oct.15-16
By Jan Darden

Saturday
51 STK
Grant Moreland Lem
Wayne Dennis Yam
Patrick Petrillo Yam
William Hicks Lem
Jason Leonard Itj
51 MOD
Eric Miller Yam
Brandon Butzin Itj
60
Nicholas Adams Kaw
Kyle Snelgrove Kaw
Eric Baird Kaw
Brandon Butzin Kaw
Russell Bohlinger Kaw
80 (7-11)
Randall Woodring Yam
Corey Paulsell Yam
Jerod Wiipple Hon
Billy Lichtle Kaw
Derek Rose Hon
80 (12-15)
Jeremy Brown Kaw
Joshua Woods Kaw
Randy Valade Yam
Jason McDonald Yam
Jason Colby Yam
80 C
Steve Vandevoren Yam
Chad Myers Kaw
Ray Manley Yam
Lucas Coleman Kaw
Doug Browne Kaw
125 JR
Ryan Haines Hon
Jeremy Booher Kaw
Anthony Anderson Hon
Jason Hustek Kaw
Christopher Loell Suz
30+
Kip Bigelow Yam
Todd Stewart Hon
Max Marsh Hon
Karl Withrow Yam
Ken Petrillo Hon
40+
Randy Stephenson Yam
Frank Helms Yam
Embert Berkers Hon
Douglas Hilderbrant Kaw
Terry Piggott Kaw
50+
Larry Stewart Yam
Fred Klipple Hon
Skip Krassa Hon
Charles McConnell Kaw
Bill Estill Kaw
DRY DOGS
George Merkjian Yam
Alexander Mangani
Roy Milan Suz
Michael Watson Hon
N/C
Jared Cole Hon
Harold Palka Hon
Randy Feucht Yam
Keir Krassa Yam
Dean Ward Yam
16-24
Ryan Haines Hon
Steven Sweet KTM
Tom Gilliam Suz
Mark Bradley Kaw
Scott McNabb Yam
25+
Kreg Bigelow Yam
Randy Emrick Hon
Mark Cheza Hon
Greg Simpson Hon
Thomas Zielinski Kaw
125 A
Dave Korte Hon
Kevin Church Hon
Brian Roush Suz
Greg Simpson Yam
Shawn Castle Suz
125 B
Ryan Valade Yam
Anthony Anderson Hon
Andrew Deatherage Hon
Brady Becker Suz
Nicholas McNenly Suz
125 C
William Withrow Yam
Lee Hugenell Yam
Jim Wazny Hon
Roy McClain Hon
Robert Liuzzo Hon
250/OPEN A
Brad Kress Suz
Randy Emrick Hon
Dave Korte Hon
Gregg Dalman Yam
Thomas Zielinski Kaw
250/OPEN B
Ahmad Owens Hon
Greg Horner Hon
Michael Sokalski Hon
Jason Seeley Suz
Mark Bradley Kaw
250/OPEN C
Jeff Holsinger Hon
Steve Esselink Kaw
David Wallek Hon
William Konior Kaw
Bill Kobus Kaw
Sunday
51 STK
Grant Moreland Lem
William Hicks Lem
Jason Leonard Itj
Patrick Petrillo Yam
Laura Butzin Yam
51 MOD
Josh Lichtle Yam
Derek Briggs Yam
Eric Miller Yam
60
Nicholas Adams Kaw
Jerod Whipple Kaw
Kyle Snelgrove Kaw
Corey Paulsell Kaw
Eric Baird Kaw
80 (7-11)
Randall Woodring Yam
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Ryan White Yam
Jerod Whipple Hon
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Nicholas Wey Kaw
Randy Valade Yam
Jason Colby Yam
Randy Doviak Yam
Michael Pfluke Yam
80 C
Jason Vienot Yam
Ray Manley Yam
Chad Myers Kaw
Lucas Coleman Kaw
Anthony Trupiano Yam
125 JR
Thomas Barron Suz
Luke Solberg Suz
Justin Smith Hon
Brett Smith Hon
Anthony Anderson Hon
30+
Kreg Bigelow Yam
Kip Bigelow Yam
James Marsack Suz
Todd Stewart Hon
James Dlabal Hon
40+
Embert Berkers Hon
Randy Stephenson Yam
Thomas Jankowski Yam
Frank Helms Yam
Douglas Hilderbrant Kaw
50+
Larry Stewart Yam
Robert Sweeney Hon
Fred Klipple Hon
Skip Krassa Hon
Charles McConnell Kaw
DRY DOGS
Michael Watson Hon
Alexander Mangani
N/C
Jared Cole Hon
Randy Feucht Yam
Dean Ward Yam
Billy Wedemeyer Kaw
Joshua Popp Yam
16-24
Greg Ferguson Kaw
Chris Lueth Hon
Thomas Barron Suz
Stephen Sweet KTM
Troy Assemany Hon
25+
Mike Himanek Hon
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Randy Emrick Hon
James Marsack Suz
Tim Roberson Yam
125 A
Jeff Curry Kaw
Matt Maximoff Yam
Scott Treichel Hon
Keith Pagel Hon
Brian Roush Suz
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Ahmad Owens Hon
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Luke Solberg Suz
Brady Becker Suz
Nicholas McNenly Suz
125 C
William Withrow Yam
Lee Fluggnell Yam
Paul Acciauatti Yam
Jim Wazny Hon
Harold Johson Hon
250/OPEN A
Jeff Curry Kaw
Matt Maximoff Yam
John Avendt Hon
Gregg Dalman Yam
Greg Ferguson Kaw
250/OPEN B
Jimmy Wilson Kaw
Jason Seeley Suz
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Jeff Seger Hon
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Tom Holscher Hon
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Duane Laskowski Yam
Andrew Deatherage Hon
40+
Robert Chapman Hon
Rick Clawson Hon
Nelson Haas Kaw
Michael Lindamood Hon
George Cilliam Suz
50+
William Foster Kaw
16-24
Jeff Aud Hon
Tom Gilliam Suz
25+
Alan Remick Kaw
125 A
David Horvath Suz
Brian Roush Suz
125 B
Jason Mazei Kaw
Jeff Golazewski Yam
125 C
Matthew Brazelton Yam
Jim Wazny Hon
William Withrow Yam
Matt Glenn Suz
Jasin Kjoller Kaw
250 OPEN A
Jason Bigelow Kaw
Cory Sutherland Yam
250 OPEN B
Ahmad Owens Hon
Rich Hoffman Hon
Michael Trumbower ATK
Mark Bradley Kaw
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Randy Stephenson Yam
Frank Helms Yam
Robert Chapman Hon
Embert Berkers Hon
Kelvin Travis Yam
50+
Larry Stewart Hon
Robert Sweeney Kaw
Harold Butzin Suz
Richard Robbins Yam
16-24
Marc DeCubber Hon
John Avendt Hon
Bradley O'Boyle Yam
Ryan Valade Yam
Richard Shearing Hon
25+
Kreg Bigelow Yam
Mike Himanek Hon
Kip Bigelow Yam
Gary Seibert Kaw
Richard Machniak Kaw
125 A
Matt Maximoff Yam
John Kidd Suz
Chris Lueth Hon
Scott Treichel Hon
Kurt DeBoer Kaw
125 B
Ahmad Owens Hon
Luke Solberg Suz
Jimmy Wilson Kaw
Gary Radzicki Kaw
Ryan Hartwig Kaw
125 C
Lee Hugenell Yam
Matt Glenn Suz
William Withrow Yam
John Vansickle Yam
Jim Wazny Hon
250 OPEN A
Matt Maximoff Yam
Brad Kress Suz
Bradley O'Boyle Yam
Marc DeCubber Hon
Kreg Bigelow Yam
250 OPEN B
Almad Owens Hon
Justin Smith Hon
Aaron Apostol Hon
Troy Assemany Hon
Jimmy Wilson Kaw
250 OPEN C
Dannie Larder Yam
Jeff Holsinger Hon
Mike Fahr Hon
Christopher Whiteman Hon
Jody Baird Yam
N/C: 1. Jared Cole Hon
Bradley Hess Hon
Randy Feucht Yam
Matt Popp Hon
John Carlsen Yam

Motocross
MRA
Delta Raceway
Delta, OH
Oct. 16
By Marilyn Post

0-85 BEG
Chuck Gekle Kaw
Nathan Brothers Suz
James Gray Suz
Mike Suman Kaw
Raymond Medina Hon
0-85 EX
Ian D. Hammond Suz
Jon Suman Kaw
0-85 NOV
Amanda Mastin Suz
Billy Dittman Suz
Mike Turnblom Suz
P.J. Ingles Suz
Mike Cravens Suz
125 BEG
Daniel Dermyer Hon
Andrew Buck Hon
Malcolm Bowman Jr. Yam
Chris James Suz
William Gressman Kaw
125 INT
Patrick Church Suz
Aaron Gage Kaw
Rich Jubak Hon
Sandy Pfister Yam
125 NOV
Corey Whitaker Suz
Kable Derrow Kaw
Mike Mercer Suz
Darren J. Low Hon
Daniel Cullison Suz
16-24 OPEN
John Davis Kaw
Brett Leimeister Kaw
Kevin Karn Kaw
250/OPEN BEG
Mike Harris Hon
Robert Bird Hon
Duane Gardner Yam
Randy Hartman Kaw
Jeff Gundy Kaw
250/OPEN BEG
John Davis Kaw
Brett Leimeister Kaw
Glenn Severance Kaw
250/OPEN INT
Andy McCain Hon
Craig Smith Suz
Robert Patchin Hon
250/OPEN NOV
Greg Minard Yam
Mike Grindle Hon
Brad Dixon Kaw
Brad Howard Hon
Scott Sawdey Yam
50 STK
Paul Sharrar III Yam
David Sharrar Yam
Blaise Fox Yam
Michael Hoffman Yam
Steven Carnahan Yam
60
Andrew Ingles Kaw
Bobby Edwards Kaw
Craig Brickser Kaw
VETS 30+
Jeff Beerbower Hon
Kevin Piasecki Kaw
Jeff Weber Suz
Brad Langowski Hon
Duane Gardner Yam
VETS 35+
Barry Mayo Hbg
Jeff Beerbower Hon
Mike Behringer Kaw
Bob Bolenbaugh Hon
Robert Bowman KTM
VETS 40+
Barry Mayo Hbg

Bob Bolenbaugh	Hon
Dan Post	Kaw
David Camron	Kaw
Eric Carlson	Hon
VINT-1989	
Dave Schneyer	Hon
Mike Polley	Kaw
Marc Cyr	Kaw
David Cyr	Yam
Vince Fyie	Hon

Motocross Hideaway Motocross, Inc. Shippensburg, PA Oct. 2 By Chris Cuomo

YTH 51 (4-6)	
Kyle Messerman	
YTH 51 (7-8)	
Jedediah Haines	
Wesley Weaver	
YTH 65 (7-11)	
Kirk Ryan Jr.	
Jedediah Haines	
Wesley Weaver	
YTH 85 (7-11)	
Kirk Ryan Jr.	
Matt Dasher	
Zachary Camp	
Lanne Kemble	
YTH 85 (12-13)	
Ryan Reichart	
Nicholas Yeager	
Christopher Leber	
Tim Anthony	
YTH 85 (14-15)	
Neil Bear	
Jared Gontz	
Percy Clair	
Michael Pitman	
CLGBY	
Shane Anthony	
125 C	
Brian Carpenter	
Bryon Emigh	
Chad Ruble	
Frederick Schron	
Jason Gross	
250 C	
Edwin Hidden	
John Kindel Jr.	
Gary Blose	
Scott Fleischer	
Kent Lehman	
125 B	
Cary Beam	
James Dobbs	
Joshua Kann	
250 B	
Justin Forer	
Michael Berry	
Colin Forer	
Joe Hitchcock	
Gregory Edel	
OPEN B	
Michael Berry	
25+ B Torey Trout	
Robert Havice	
25+ A	
Brad Stepp	
Kenneth Messerman	
Charles Lanza	
VET B	
Stephen Hoover	
Tim Iraca	
Arthur Diaz	
Kevin Clair	
Frederick Schron	
SR	
Joe Carlin	
Neil Kipp	
Raymond Reichart	

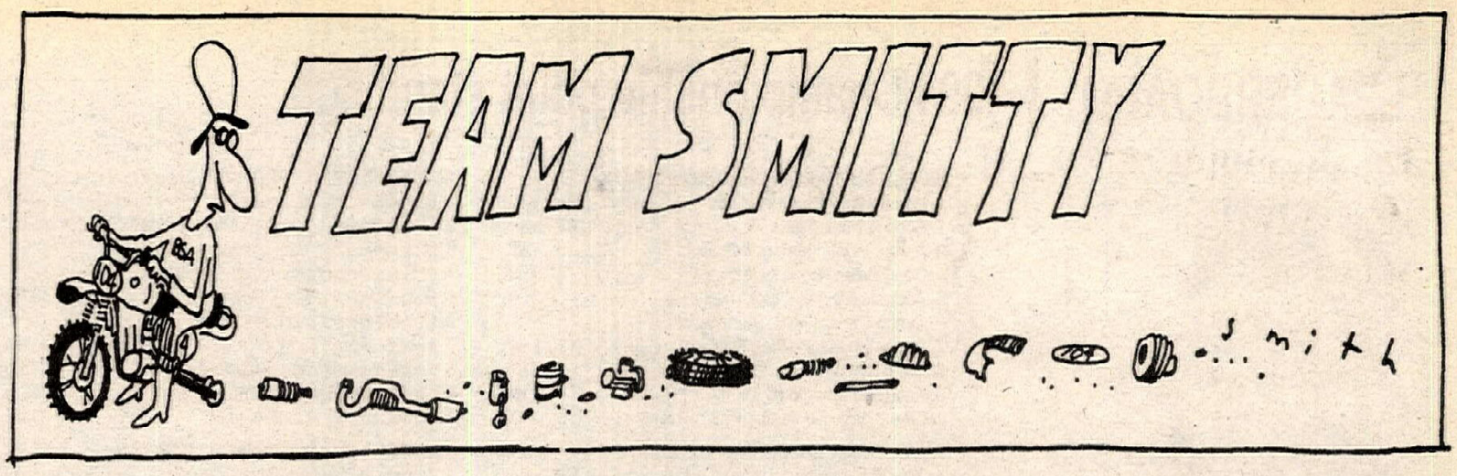
Motocross Dealer Challenge Series Round 1 Carson City, NV Oct. 2 By Joan Tiearney

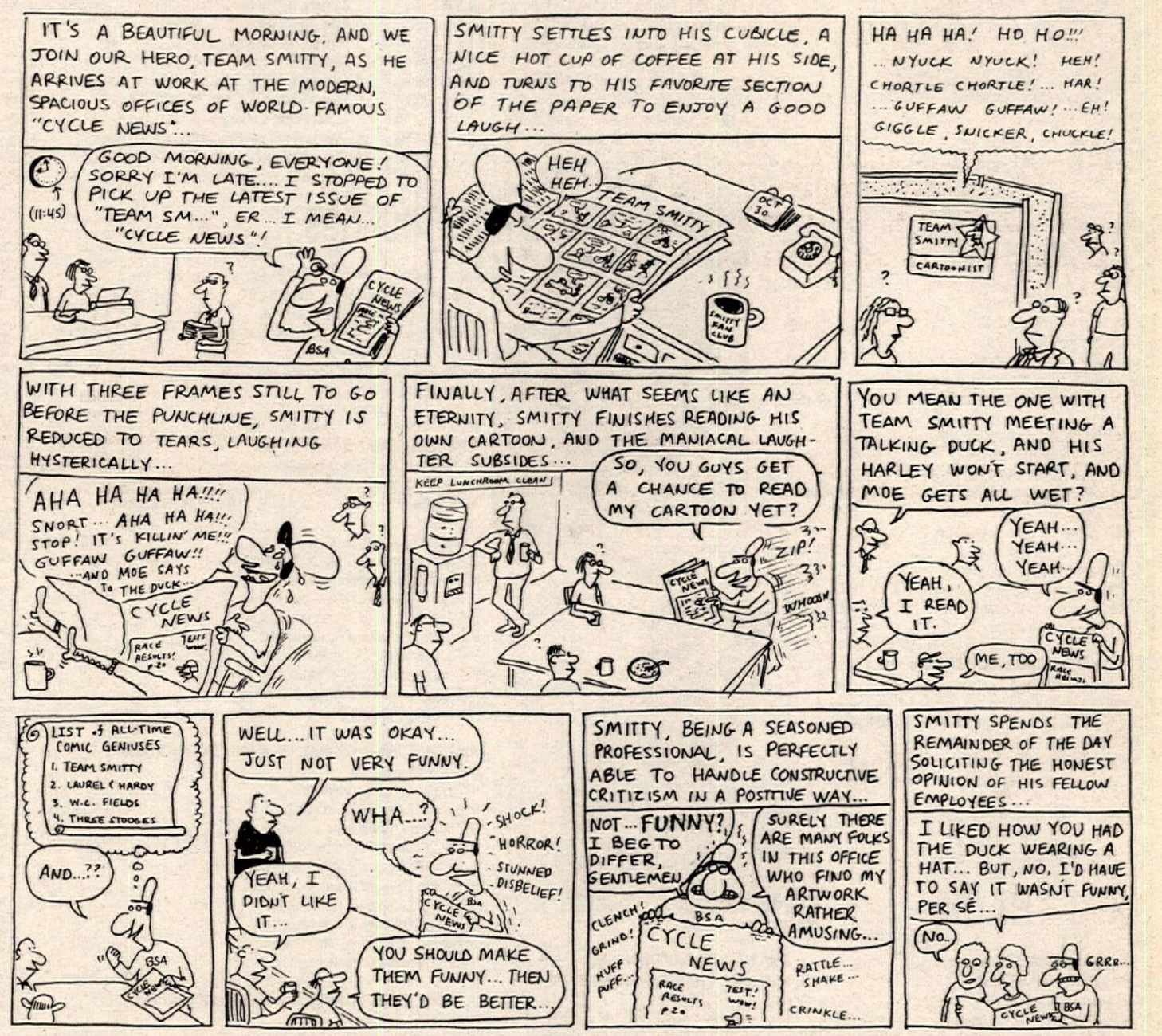
60	
Nick Jarrett	Kaw
Tommy Jones	Kaw
Jimmy Hazel	Kaw
Kyle Rytter	Kaw
Matt Hall	Kaw
80 BEG	
Clift Campbell	Kaw
Rocky Audenreid	Kaw
Kenny Bell	Yam
Dereck Biagini	Kaw
Jimmy Hazel	Hon
80 JR	
Drake McElroy	Hon
Matt Kneseck	Hon
Alex Kassebaum	Kaw
Brian Foster	Hon
Billy St. Germaine	Kaw
80 INT	
Mike Mason	Suz
Justin Scullen	Kaw
Dustin Miller	Hon
Nathan Tiearney	Hon
125 BEG	
Doug Payne	Suz
Scott Roberts	Kaw
Wes Cohelan	Kaw
Dan Ailes	Hon
Clint Miller	Kaw
125 JR	
Luke O'Brien	Hon
Dustin Miller	Hon
Adam Portue	Suz
Zeb Armstrong	Kaw
Frank Homen	Hon
125 INT	
Richie Thorwaldson	Hon
David Denton	Yam
Wyatt Whitten	Suz
Christopher Ponsock	Suz
Mike Slipccevich	Hon
250 BEG	
Dana Belton	Hon
David Walden	Suz
Ronnie Lee	Hon
Chris Seitz	Kaw
Mathew Payne	Hon
250 JR	
Jake Fisher	Hon
Layne Kolbet	Hon
Philip Worster	Yam
Robbie Huntoon	Hon
Jim Fry	Hon
250 PRO	
Kenny Lash	Hon
Tom O'Brien	Hon
Swen Stillmock	Hon
Scott Stillmock	Hon
OPEN	
David Denton	Yam
Richie Thorwaldson	Hon
Jake Fisher	Hon
Mark Ivey	Hon
Jay England	Hus
VET JR	
Robbie Huntoon	Hon
Grant Saunders	KTM
John Dirickson	Hon
Curtis Weethee	Kaw
Mike Spano	Kaw
VET INT	
Scott Hunter	Kaw
Jeff McCullum	Hon
Richard Manschreck	Kaw
Randy Appleton	Suz
Steve Mason	Suz
VET PRO	
Rich Thorwaldson	Hon
Rod Ginn	Hon
Joe Robinson	Suz
Jon Vamer	Hon
Al McElroy	Hon
O/T A	
Rich Thorwaldson	Hon
Bob Fable	Hon
John Dirickson	Hon
Pete Vandenberg	Hon
Tom Muto	Hon
O/T B	
M. Canton	Hon

Trial WTA Strawberry, UT Oct. 1 By Steven Nostrom

NOV B	
Andrea Davis	8
Dustin Nostrom	25
David Peterson	29
Tyson Bunker	38
Mike McVey	44
NOV A	
Eli Hansen	50
Kevin Owens	56
Steven Nostrom	62
Randy Bunker	95
Rob Tyler	128
VINT	
Derrell Johnson	130
INT	
Ed Anderson	49
Mark Pettet	54
Jake Bunker	72
Lynn Bunker	81
Keith Hendrickson	110
SR	
Fred Lambert	67
Byron Okubo	75
Florin Owens	79
Jerry DeNaughel	103
ADV	
Ryan Peterson	55
Steve Davis	76
Kris Hansen	112
OPEN	
Dean Nielson	59
Brad Bunker	74
Doug Pincock	81
EX	
Cory Pincock	44
Brad Lundskog	83
Stan McVey	101

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.





LEADERBOARD

1994 Championship point standings

JEAN-MICHEL BAYLE

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Doriano Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Yam), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oettl (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

WORLD SUPERBIKE CHAMPIONSHIP (After 10 of 11 rds.)

1. Carl Fogarty (Duc), ENGLAND	(268/8 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(263/7 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(251)
4. Doug Polen (Hon), DENTON, TX	(148)
5. Andreas Meklau (Duc), ITALY	(140)
6. Simon Crafar (Hon), NEW ZEALAND	(137)
7. Jamie Whitham (Duc), ENGLAND	(126/1 win)
8. Terry Rymer (Kaw), ENGLAND	(106)
9. Fabrizio Pirovano (Duc), ITALY	(103)
10. Piergiorgio Bontempi (Kaw), ITALY	(102)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 10 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(273/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(272)
3. Takahiro Sohwa (Kaw), JAPAN	(251)
4. Pascal Picotte (Duc), CANADA	(245/2 wins)
5. Colin Edwards II (Yam), CONROE, TX	(239/3 wins)
6. Steve Crevier (Kaw), CANADA	(235)
7. Dale Quarterley (Kaw), WESTFIELD, MA	(219)
8. Mike Smith (Hon), ROSWELL, GA	(181)
9. Thomas Stevens (Suz), SANIBEL ISLAND, FL	(166)
10. Fred Merkel (Kaw), STOCKTON, CA	(152)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(297/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/2 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENHAH, WI	(169)

MARCUS HANSSON

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURIETTA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Suz), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 11 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Strijbos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle(Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirkx (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

SCOTT STUMP

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1.Scott Parker (H-D), SWARTZ CREEK, MI	(292/8 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(289/5 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(232/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(175/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(164)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(135/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(115)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(105)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Scott Stump, MARION, OH	(173/5 wins)
2. Jay Springsteen, LAPEER, MI	(135/2 wins)
3. Jason Fletcher, GAYLORSVILLE, CT	(125/1 win)
4. James Hart, CENTRALIA, IL	(118)
5. Matt Wait, MODESTO, CA	(111)
6. Doug Beattie, CANADA	(87/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(71)
10. Tommy Colson, BELOIT, WI	(57)

OFF-ROAD

SCOTT PLESSINGER

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 7 of 9 rounds - best 7 finishes count toward c'ship)

1. Rodney Smith (Suz), OAKLEY, CA	(178/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(142)
3. Scott Summers (Hon), PETERSBURG, KY	(97/1 win)
4. Eric Mashbir (Hus), OAKLAND, CA	(81)
5. Scott Plessinger (KTM), HAMILTON, OH	(71/1 win)
6. Jason Dahners (Hon), REDMOND, WA	(64)
7. Randy Hawkins (Suz), TRAVELER'S REST, SC	(46/1 win)
8. Ron Naylor (ATK), REDDING, CA	(39)
9. Leigh Letellier (KTM), KANSAS CITY, KS	(35)
10. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 8 of 9 rounds - best 7 finishes count toward c'ship)

1. Steve Hatch (Suz), ITHACA, NY	(196/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(179/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(154/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(108)
6. Matt Stavish (KTM), SLAINE, MN	(78)
7.Terry Cunningham (Yam), ATHENS, OH	(74)
8. Ty Davis (Kaw), HESPERIA, CA	(67/1 win)
9. Alan Randt (KTM), LANSING, MI	(66)
10. Danny Hamel (Kaw), BOULDER CITY, NV	(50)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 8 of 8 rounds)

1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 5 of 6 rounds - best 4 finishes count toward c'ship)

1. Danny Hamel (Kaw), BOULDER CITY, NV	(120/4 wins)
2. Ty Davis (Kaw), HESPERIA, CA	(117/1 win)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(104)
4. Greg Zitterkopf (KTM), CHINO, CA	(71)
5. Destry Abbott (KTM), GLENDALE, AZ	(57)
6. David Ondas (Kaw), HUNTINGTON BEACH, CA	(50)
7. Jeff Capt (Hon), GLENDORA, CA	(46)
8. Davide Trolli (Kaw), HESPERIA, CA	(45)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
10. James Gray (KTM), GUNNISON, CO	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES
(After 9 of 12 rounds - best 9 finishes count toward c'ship)

1. Fred Andrews (Yam), SALEM, OH	(158)
2. Scott Plessinger (KTM), HAMILTON, OH	(148)
3. Thomas Norton (Kaw), NORFOLK, MA	(138)
4. Scott Summers (Hon), PETERSBURG, KY	(115)
5. Gene O'Nail (Kaw)	(109)
6. Tom Carson (Hon)	(87)
7. Tim Shephard (Yam), HAMILTON, OH	(85)
8. Scott Phelps, (Yam), PETERSBURG, KY	(82)
9. Doug Blackwell (Kaw), WASHINGTON, WV	(76)
10. Duane Conner (Hus)	(53)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Superbike Road Race Series
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World Championship Supercross Series
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

C'ship Cup Pro-Am Series
Florida Region
12/11 Palm Beach Gardens, FL
Southwest Region
12/3-4 Chandler, AZ
National Finals
10/21-23 Daytona Beach, FL
Info 704/684-4297

AMA National Championship Enduro Series
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

SCORE Desert C'ship Series
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Championship Mid South Winter Hare Scrambles Series
10/30 Greeneville, KY
11/13 Bremen, GA
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

WERA Pro Road Race Series
10/26-30 Braselton, GA, Final Rnd
Info 916/582-0451

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA/RK Chain National Challenge Formula III Series
10/26-30 Braselton, GA, Rnd 9
Info 803/681-9372

***WERA/Sunoco/Performance Machine National Endurance Series**
10/28 Braselton, GA, Rnd 11
*Tentative

WERA National Vintage Series
10/27 Final, Braselton, GA

Yamaha Seca II Challenge
10/26-30 Final, Braselton, GA

***AHRMA/Vintage Iron National Motocross Series**
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
10/TBA TBA, CO
Info 715/842-9699

AHRMA Texas/Southwestern Fall MX Series
10/20 Natalia, TX

AHRMA West MX Series
11/6 Tulare, CA

NETRA C'ship Enduro Series
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

ECEA C'ship Enduro Series
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 908/657-6338

NESC C'ship Motocross Series
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

American Trials Assn. Series
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

SETRA C'ship Enduro Series
11/6 Maplesville, AL
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
11/13 Bulls Gap, TN
11/20 Buena Vista, GA
12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

EEA Eastern Championship Enduro Series
11/6 Maplesville, AL
Info 706/376-5232

Golden Crown of Baja Off Road Desert Series
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Florida Trials Assoc. Championship Series
10/30 Crooms, FL
11/27 Crooms, FL
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
11/5-6 Ocala, FL
11/19-20 Daytona, FL
12/3-4 Reddick, FL
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

Tucker Rocky/Answer Florida Mini-Cycle C'ship Series
12/4 Orlando, FL
12/18 Orlando, FL

Yamaha/McDonald's/Fox Pee Wee Championship Series
11/6 Orlando, FL
12/4 Orlando, FL
12/18 Orlando, FL

Outlaw MX Fall Classic Series
10/30 Palmyra, NE
11/6 Ashland, NE
Info 913/456-2516

Georgia Fall C'ship Series
10/30 Echeconnee, GA
11/6 Buena Vista, CA
Info 404/943-4935

TVRC Fall Series
10/30 Houston, TX
11/13 Rusk, TX
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

Nor Cal YSR C'ship Series
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

AMA National Arenacross Series
11/4-6 Des Moines, IA
11/18-20 Peoria, IL
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA North California Enduro & Qualifier Classics
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
10/29-30 Jasper, TN
Info 404/928-4872

WSMC Road Race Series
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Motor Sports of America Short Track Championship Series
11/12 Evansville, IN
11/19 Steubenville, OH
1/14/95 Casper, WY
1/13-14 Cedar Rapids, IA
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA/District 37 Dual Sport Ride Series
11/6 Hesperia, CA
11/13 Riverside, CA
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI
GFI DEALER SERIES 1994

Warm-up	Sat., Oct. 29	Perris
Round 1	Sat., Nov. 5	Perris
Round 2	Sat., Nov. 12	Perris
Round 3	Sat., Nov. 19	Perris
Round 4	Sat., Nov. 26	Perris
Round 5	Sat., Dec. 3	Perris
Final - Round 6	Sat., Dec. 10	Perris

Super Saturday MX Racing and "Dealer Awards Bar-B-Q"
Sat., Dec. 17 Perris

More Information
Call GFI (909) 943-3302

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CRC 1

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200% PRO PAYBACK EACH WEEK*
30% TROPHIES PLUS SPECIAL SERIES TROPHIES

Entry Fee Mail $25.00 Post $30.00
* 3 Required to make a class - Less than 3, 100% payback
1995 CRC Membership Available

CRC

When and Where:

Oct. 30	LACR	MX
Nov. 6	Sunrise	MX
Nov. 13	LACR	MX
Nov. 20	Glen Helen	GP
Nov. 27	LACR	MX

(Rain Date Dec. 4, Edwards)
Mail Entry To: **California Racing Club**
37045 Ran Drive, Palmdale, CA 93550
CRC Info (805) 272-8889

Carlsbad Saturday Motocross
No Membership Required
Oct., 29, 1994 · Nov. 26, 1994
Nov., 12, 1994 · Dec. 3, 1994
Nov. 19, 1994 · Dec. 11, 1994 *Christmas G.P.*
Racing Enterprises (619) 484-1441

GFI RACING (909) 371-3434

Sat., Oct. 29	GFI "Dealer Series Warm-Up"	Perris
	GFI Super Saturday MX	
Sun., Oct. 30	GFI Fall Series Rd. 4 - North	Hollister
Thurs., Nov. 3	GFI "Thursday" Practice Day	Perris
Sat., Nov. 5	GFI "Dealer Series" Round 1	Perris
	GFI Super Saturday MX	

A RIDER FOR THE RIDERS

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Reddick, Florida
presents the 7th Annual

SOUTHEASTERN REGIONAL CHAMPIONSHIP RACE

SUNDAY, NOVEMBER 13,1994
Sposored by Honda,Kawasaki, Suzuki of Ocala
Thousands Given Out in Cash & Prizes!!!
"A " Classes 150% Payback,
30% Trophies with first three places guaranteed
Registration – $15.00 Amateur • $20.00 "A" Classes

Free Roast Pig BBQ
Saturday Night
Bring A Dish -
eat at 6:00 p.m.

Gates Close Sat.	10:00 p.m.
Gates Open Sun.	6:30 a.m.
Registration	7:00 a.m.
Riders Meeting	8:00 a.m.
Practice	8:30 a.m.

DIRECTIONS: Take I-75 North to Exit 71/SR326-E to 441-N 6.7 miles to NW 21st Court, turn right.

OR FROM NORTH: I-75 South to Exit 72 SR318-E to 441-S 4 miles to SR316-E to first road on right/ NW 21st Court.

(904) 591-2050 or (904) 591-2377 Nights

11th Annual TOYS FOR TOTS

TURKEY RUN

"Benefits Hare Scrambles"
* All Proceeds Go To Toys for Tots Charity Fund

NOVEMBER 13 - BIG VALLEY

Presented by Proffer Promotions & U.S. Marine Reserves
INFO (216) 538-2220
3 Miles south of East Palestine, OH on Rt. 170

C.R.A. COMPETITION RIDERS OF AMERICA

Gates Open	8:00 am	Quad	11:30 am (1 1/2) hours)
Mini Quads	9:00 am	Motorcycles	1:30 pm (3 hours)
Mini Motorcycles	10:30 am		

STARWEST SUPERCROSS PARK

Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK

TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM
SATURDAY 9AM-1PM
Racing Saturday Night!
Located 3 Miles East Of I-215 On Ramona Expwy
At The Lake Perris Fairgrounds
For More Info (714) 855-2707

Want Ad information - (310) 427-7433

Everyone knows that to make your other bikes really fly, you tow them with a CZ.
BERTUS CZ - Jawa
(818) 330-2326

CRC California Race Schedule

100% PRO PAYBACK

Sun., Oct. 30	CRC MX - Sponsorship Series	L.A.C.R.
Sun., Nov. 6	CRC MX - Sponsorship Series	Sunrise
Sun., Nov. 13	CRC MX - Sponsorship Series	L.A.C.R.
Sun., Nov. 20	CRC GP - Sponsorship Series "Wild Turkey G.P."	Glen Helen
Sun., Nov. 27	CRC MX - Sponsorship Series	L.A.C.R.

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

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GLEN HELEN EVENT CALENDAR

Sat., Oct., 29	MX Practice on National Track till Noon MX Practice on Vintage Track till 4:00p.m.
Sun., Oct. 30	No MX Practice due to Car Race
Thurs., Nov. 3	MX Practice 8:00a.m. till 2:00p.m.
Fri., Nov. 4	Special World Vet MX Practice 8:00 a.m. till noon Vets Only! Gates close 10:00 p.m. for camping
Sat., Nov. 5	White Brothers World Vet Championship Gates Open 6:00 a.m. Sign up 6:30 a.m. Practice 8:00 a.m. Race 9:00 a.m. Gates Close 10:00 p.m. for camping
Sun., Nov. 6	White Brothers World Vet Championship Gates Open 6:00 a.m. Sign up 6:30 a.m. Practice 8:00 a.m. Race 9:00 a.m.

WHAT'S HAPPENING
WHITE BROTHERS WORLD VET CHAMPIONSHIP
NOVEMBER 5&6

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds, Moreno Valley, CA
Sat., Oct. 29 - Halloween Race–*Witch Trophies*
Sat., Nov. 5 - Racer Appreciation Night
Sat., Nov. 12th - Turkey Bowl
OPEN PRACTICE
Tuesday 9:00 a.m.-2 p.m. & 4:00 p.m.-10 p.m.
Thursday 4 p.m.-10 p.m. • Saturday 9:00 a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00
Info Call: 714-855-2707

CALENDAR

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GFI Fall Series
Northern Series
10/30 Hollister, CA
11/6 Oatfield, CA
Arizona Series
10/23 Mountain View, AZ
Info 909/371-3434

CMA Fall Series
11/6 Madera, CA
Info 209/673-8080

OCTOBER

S	M	T	W	T	F	S
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NOVEMBER

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20	21	22	23	24	25	26
27	28	29	30			

• DENOTES PRO PAYBACK

Fri, Oct 28

CALIFORNIA MOTOCROSS - Rojo Productions, Halloween Race, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

OHIO MOTOCROSS - CRA, Summit Moto-X, Akron. Info: 216/482-2971 or 427-6645.

• TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Oct 29-30

CALIFORNIA POKER RUN - BLM/LaRana Desert Racing, B.F. Goodrich/AXO Sport, Toys for Tots, Barstow. Info: 619/252-3093.

• FLORIDA MOTOCROSS - AMA/ Florida MX Club, Fall Classic, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

ILLINOIS CROSS COUNTRY - United Off-Road Racing Assn., Morrison. Info: 815/778-3641.

* KENTUCKY MOTOCROSS- Gerry Yeiser, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

NEVADA ROAD RACE - Las Vegas Speedway Park Series, Las Vegas. Info: 702/593-0023.

PENNSYLVANIA CROSS COUNTRY - AMA/Racer Productions, Brownsville Park 2, Brownsville. Info: 304/594-1157.

Sat, Oct 29

ALABAMA MOTOCROSS - Moster MX/Rocket City Raceway and Huntsville Jaycees, Madison County Fairgrounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

• CALIFORNIA MOTOCROSS - GFI Racing GFI Super Saturday, Perris Raceway, Perris. Info: 909/371-3434.

CALIFORNIA SHORT TRACK - Barn Burner Series, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - West Fl. MX Park, Milton. Info: 904/623-6038.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer RAcing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Billings. Info: 417/744-2593.

• MISSOURI MOTOCROSS - Challenge Trax Inc., Challenge Trax Moto-X Park, Kingsville. Info: 816/597-3988.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 919/699-3629.

• OHIO MOTOCROSS - AMA/Dist 11, Honda Hills, Linnville. Info: 614/323-3766.

• TENNESSEE FLAT TRACK - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Sun, Oct 30

ALABAMA MOTOCROSS - Troy Miller MX Promotions, Ironman MX Park, Warrior. Info: 205/663-0963.

• ARIZONA MOTOCROSS - CMC Arizona, Yuma Speedway, Yuma. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - Old Timers MX/Over the Hill Gang. Special race, new track. So Cal Raceplex, Victorville. Info: 714/633-9503.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 1, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Rnd 4/North, Hollister. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA DUAL SPORT - AMA/D-36, Moto-Sports, Lake Pillsbury, Upper Lake. Info: 415/965-9732.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/Plonkers Trials Club, Rnd 10, Cougar Buttes, Lucerne Valley. Info: 714/633-5070.

CALIFORNIA GRAND PRIX - SRA, Sunrise Valley Raceway, Adelanto. Info: 714/957-2985.

CALIFORNIA HARE SCRAMBLES - AMA/Dist 37/Ridgecrest Motorcycle Club, Searles Station, Ridgecrest. Info: 619/375-1624.

CONNECTICUT TURKEY RUN - NETRA, Pachaug, Central Village. Info: 203/875-5757.

GEORGIA MOTOCROSS - Fall C'ship Series - Rnd 5, Echeconnee MX, Macon. Info: 912/788-8227 or 956-5420.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, O.M.C. Clubgrounds, Boise. Info: 208/384-5512.

• INDIANA MOTOCROSS - AMA/District 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522.

• IOWA MOTOCROSS - AMA/Stateline Trialriders Assn., Lamoni. Info: 515/784-6121.

• KANSAS MOTOCROSS - K.O.R.R., Fall Championships, Green Acres MX Park, Marion. Info: 316/636-5113.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• KENTUCKY POKER RUN - AMA, Daniel Boone National Forest, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.

NEVADA MOTOCROSS - Silver State MX/Nevada Oldtimers, Northern Nevada Dealer Challenge V, Silver State Raceway, Carson City. Info: 702/267-4392.

NEVADA HARE SCRAMBLES - The Motorcycle Racing Assoc. of Nevada/So. Nev. Jackrabbits, Mercury. Info: 702/655-9325.

• NEW YORK MOTOCROSS - Walden Playboys MX, AMA sanctioned, Wallkill. Info: 914/635-9455.

NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

• NEW YORK MOTOCROSS - North Country Rider Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.

• NEW YORK MOTOCROSS - AMA/Dist 3, Broome-Tioga Sports Center, Binghamton. Info: 607//648-4997 or 849-9615.

• NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

• NORTH CAROLINA MOTOCROSS - Wilkes Cop & Ponderosa MX, First Annual Fall Series, Marhsall. Info: 704/645-3097.

OHIO MOTOCROSS - CRA, Malvern MX Park, Malvern. Info: 216/262-4945.

OHIO HARE SCRAMBLES - CRA, Amherst. Info: 216/988-9100.

• OHIO MOTOCROSS - Dynamic Promotions, Hidden Hills Raceway, Athens. Info: 614/593-6704.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OKLAHOMA MOTOCROSS - RBH, Inc., GNC qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLE - Flying Dutchmen M.C. Inc., Pine Grove. Info: 717/345-6340 or 345-8734.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

TENNESSEE DUAL SPORT - Jim's M/C Sales, 60% dirt, 40% street, Johnson City. Info: 6125/926-5561.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Rio Bravo MX Park, Houston. Info: 817/282-0408.

Wed, Nov 2

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 4-6

• IOWA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Veterans Auditorium, Des Moines. Info: 817/626-7297.

Nov 5-6

CALIFORNIA MOTOCROSS - Old Timers MX/White Bros. National. No points for OTMX. Glen Helen Raceway, San Bernardino. Info: 714/633-9503.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Ocala. Info: 904/245-3359.

Sat, Nov 5

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday, Perris Raceway, Perris. Info: 909/371-3434.

CALIFORNIA MOTOCROSS - Rojo Productions, Racer Appreciation Night, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

OHIO MOTOCROSS - AMA/D-11. Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

• OHIO MOTOCROSS - AMA/Dist. 11, Honda Hills, Linnville. Info: 614/323-3766.

Sun, Nov 6

ALABAMA ENDURO - SETRA, 25th Annual Gobbler Getter Enduro, Maplesville. Info: 404/922-8234.

ALABAMA ENDURO - Eastern Enduro Association/Perry Mtn. M.C., Final '94 round, Maplesville. Info: 706/376-5232 or 205/872-0619.

• ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP, Amago Raceway, Palomar. Info: 909/674-2007.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Final North, Oatfield MX, Turlock. Info: 909/371-3434.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 2, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS - CMA, Fall Motocross Series, Madera. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - Chaparrals M.C., Lucerne Valley. Info: 714/528-3007.

CALIFORNIA MARATHON - 1 1/2 mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CONNECTICUT ENDURO - NETRA Championship Series, Black & Blue, Stafford. Info: 203/875-5757.

FLORIDA MOTOCROSS - 3rd Annual Maxima Marathon, 1994 OMP Series Finale, Pee Wee C'ship Series, Central Florda Yamaha Dealers Fun Day, Orlando MX Park, Orlando. Info: 407/568-2271.

• FLORIDA MOTOCROSS - RPMC, Homestead MX Track, Homestead. Info: 305/587-8107.

GEORGIA MOTOCROSS - Silver Moon Supercross, Fall Series Finale, Hidden Canyon Raceway Motocross, Buena Vista. Info: 800/531-0677 or 912/649-2028.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• INDIANA MOTOCROSS - Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

INDIANA HARE SCRAMBLES - AMA/IN, IL, KY Enduro Riders, Balck Coal National, Lynnville. Info: 812/423-2710.

IOWA OBSERVED TRIALS - AITRA, Amboy Trail Ranch, Newton. Info: 515/753-7317.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series, Toys for Tots, London. Info: 606/877-1364.

• LOUISIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEVADA MOTOCROSS - Silver State Motocross/Nevada Oldtimers, Northern Nevada Dealer Challenge V, Fernley. Info: 702/267-4392.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - CRA, Mansfield M.C. Club, Mansfield. Info: 419/524-1347 or 589-8989.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLES - AMA/Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 6, Pagoda Motorcycle Club, Inc., Birdsboro. Info: 610/582-3717.

• SOUTH CAROLINA HARE SCRAMBLE - Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 937-9177.

SOUTH CAROLINA MOTOCROSS - Jeff Kilgo[illegible] Motocross, Hardeevi[illegible] Info: 803/784-2408. CANCELLED

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA HARE SCRAMBLES - Tidewater Dirt Riders, State Championship Series, Surry 100, Surry. Info: 804/488-6315 or 483-8039.

Wed, Nov 9

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 11-12

TEXAS SPORT TOURING - Honda Sport Touring Association, Texas Hill Country. Info: 817/467-3189.

Sat, Nov 12

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS - Rojo Productions, Turkey Bowl, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA ENDURO - California Enduro Riders Association/D-36, Fools Gold Training Wheels Family Enduro, Tahoe National Forest, Morning Star Resort, Foresthill. Info: 209/833- 0503 or 415/726-5955.

CALIFORNIA SHORT TRACK - Barn Burner Series, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - County Line Raceway, Ona. Info: 813/755-8700.

GEORGIA SUPERCROSS - Silver Moon Entertainment, Silver Moon SX Track, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS & TRIALS - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

OHIO MOTOCROSS - AMA/D-11. Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

UTAH TRIALS - Wasatch Trials Association, Moab. Info: 801/373-8341.

Sun, Nov 13

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 3, L.A. County County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SWAP MEET - So. Cal. BSA Owners Club, All British Swap Meet, Santa Fe Springs. Info: 805/273-7005.

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 36/Dirt Diggers North M.C., 23rd Annual Lilliputian Hare Scrambles, Prairie City SVRA, Sacramento. Info: 916/962-3760.

CALIFORNIA ENDURO - AMA/District 36/WFO Enduro Valley Climbers M/C, Mendocino National Forest, Stonyford/ Fonts Springs. Info: 707/746-0316.

CALIFORNIA GRAN PRIX - D.C.R., Sunrise Valley Raceway, Adelanto. Info: 909/371-6333.

CONNECTICUT HARE SCRAMBLES - NETRA Championship Series, Windswept, Barkhampsted. Info: 203/875-5757.

• FLORIDA MOTOCROSS - Southeastern Regional Championship, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

GEORGIA FLAT TRACK & TT - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

• GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS CROSS COUNTRY - U.O.R.R.A., Morrison. Info: 815/778-3641.

INDIANA HARE SCRAMBLE - Stoney Lonesome Inc, team race, Columbus. Info: 812/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Silver City MX Park, Sterling. Info: 316/636-5113.

• KENTUCKY HARE SCRAMBLES - Eastern Kansas Series, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516 or 836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/ 475-2000.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock II, Gardner. Info: 203/875-5757.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co./Ponderosa MX, First Annual Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OHIO HARE SCRAMBLES - CRA, Toys for Tots, Big Valley. Info: 216/538-2220.

OHIO MOTOCROSS - AMA/Dist 11/Honda Hills, Linnville. Info: 614/323-3766.

OKLAHOMA MOTOCROSS - GNC qualifier, Lawton Moto-X Park, Lawton. Info: 405/355-1106.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen M.C. Inc, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA MOTOCROSS - Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

TENNESSEE HARE SCRAMBLE - SETRA, Volunteer Hare Scrambles, Bull Gap. Info: 706/468-1328.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Thunder Mountain Motorsports Complex, Rusk. Info: 817/282-0408.

WISCONSIN SHOW - J&P Promotions, 10th Annual M/C Parts Extravazanze, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

Wed, Nov 16

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 18-20

FLORIDA DRAG RACE - AMA/Prostar, World Finals, Gainesville Raceway, Gainesville. Info: 205/859-3443.

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Peoria Civic Center, Peoria. Info: 817/626-7297.

• NEVADA ARENOCROSS - CMC/On-Trac Events, Reno Livestock Event Center, Reno .Info: 702/267-4392.

Nov 19-20

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Palm Beach Track & Trail Riders, New Smyna. Info: 305/524-3810.

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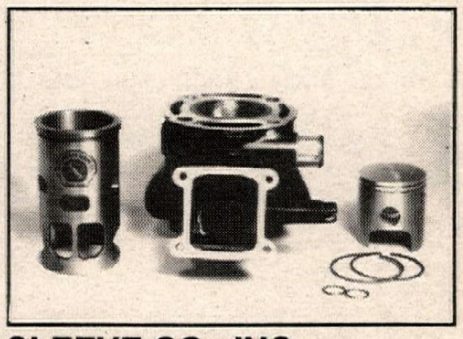

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Competition Schedule

Date	Club	Event
Oct. 30	RC M.C. Location: Red Mountain Info: (619) 375-1624	Hare Scrambles
Nov. 5/6	Viewfinders Location: Lake Castaic MX Info: Ken (714) 751-9238	Gran Prix
Nov. 13	So. Cal M.C. Location: Lucerne Valley Info: John (818) 337-4911	Hare & Hound
Nov. 26	District 37 Location: Means Dry Lake (Lucerne) to Stoddard (Slash X Cafe). Info: Jeff (714) 778-3674	Hare & Hound
Dec. 3/4	Prospectors Location: California City Info: George (818) 332-1573	Gran Prix

Dual Sport Schedule Info (818) 249-2141

Date	Club	Event
Nov. 6	Chapparrals M.C.: "Dune & Pines" Start: Y Saloon, Lucerne, CA Info: Bill (714) 528-3007	Dual Sport
Nov. 13	Malcolm Smith Motorsports Start: MSM, Riverside, CA Info: David (909) 687-1300	Dual Sport
Nov. 25/26	LA -Barstow-Vegas Start Day 1: Dick Allens, Newhall Start Day 2: Holiday Inn, Barstow Info: (818) 249-2141	Dual Sport
Nov. 28/29	Team Dual Dogs: "Iron Dog 1000" Start: Las Vegas, NV Info: Damon (818) 701-1913	Dual Sport

CYCLE NEWS Readers and SUPERCROSS Fans!

Cast your VOTE for the annual

MICKEY THOMPSON Award of Excellence

CYCLE NEWS Presented by MTEG

Once again, the fans of Supercross racing will select the winner of the prestigious 1994 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 19, and presented at the Anaheim Supercross on January 28.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1994 AMA 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989 Johnny O'Mara - 1990 J.M. Bayle - 1991
Guy Cooper - 1992 Guy Cooper-1993 ? - 1994

CAST YOUR VOTE IN 1994!

MICKEY THOMPSON Award of Excellence ✓ VOTING BALLOT

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 9, 1994) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

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If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sat, Nov 19

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd #2, Hollister Hills, Hollister. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHOW & SWAP MEET - The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs, Calif. State Univ., Northridge. Info: 818/361-0205.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - County Line Raceway, Ona. Info: 813/755-8700.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

• MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

Sun, Nov 20

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA MARATHON - 1 1/2 mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey G.P., Glen Helen, San Bernardino. Info: 805/272-8889.

• CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Sacramento Raceway, Sacramento. Info: 916/363-2653.

GEORGIA HARE SCRAMBLE - SETRA/Silver Moon Entertainment, Box Car Hare Scrambles, Twelve Lakes Scrambles, Buena Vista. Info: 800/531-0677 or 706/468-1328.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• KANSAS HARE SCRAMBLES - Wichita Jeeps Motorcycle Club, WJ M.C. Track, Wichita. Info: 316/772-0107.

• LOUISIANA TT - Outlaw Racing, Swampland Raceway, Grand Priairie. Info: 318/363-3734.

MINNESOTA SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

NEVADA EURO SCRAMBLES - Motorcycle Racing Association of Nevada, Jean. Info: 702/453-0795.

• NORTH CAROLINA HARE SCRAMBLES - Stateline Motorcycle Club, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS - RBH, Inc., GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA [illegible] CROSS - Jeff Kilgo[illegible] motocross, Hardeeville. Info: 803/784-2408. CANCELLED

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS VINTAGE MOTOCROSS - AHRMA Texas/Southwestern Region Series, Goodtimes MX, Natalia. Info: 713/463-4549 or 713/855-1733.

TEXAS SWAP MEET & SHOW - Bob Bahwell Swap Meet & Show, Convention Center, Waco. Info: 214/216-5520.

Wed, Nov 23

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 25-26

CALIFORNIA/NEVADA DUAL SPORT - AMA/Dist. 37, Nat'l Trail Ride Series, 11th Annual LA to Barstow to Vegas, Newhall/Barstow. Info: 818/249-2141.

Nov 25-27

NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Nov 26-27

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

Sat, Nov 26

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer RAcing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Nov 27

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

FLORIDA MOTOCROSS - 2nd Annuyal Gator Country Grand prix, Orlando MX Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS - Silver Moon Entertainment, Hidden Canyon Raceway, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

KENTUCKY MOTOCROSS - KTMXA/West KY. Motocrross/BSR, Lowes. Info: 502/674-5525.

MASSACHUSETTS TURKEY RUN - NETRA, Chilly Chili, Plympton. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. MX & Ponderosa MX, Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Swan MX Park, Tyler. Info: 817/282-0408.

Wed, Nov 30

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

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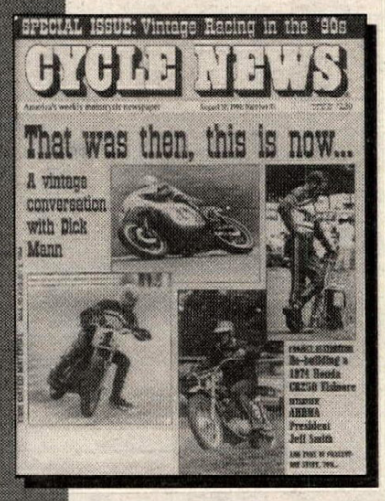

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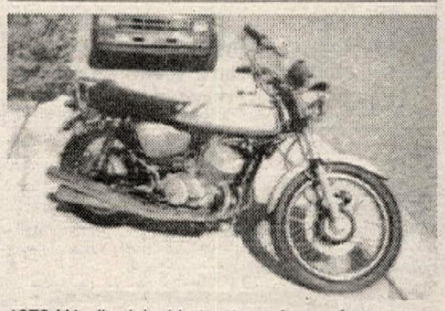

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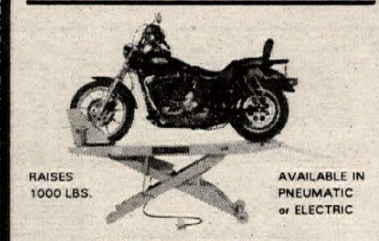

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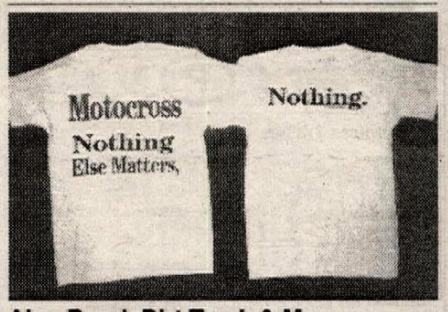

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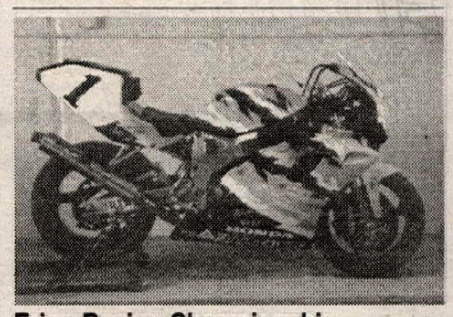

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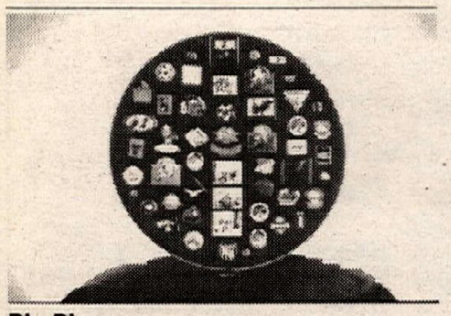

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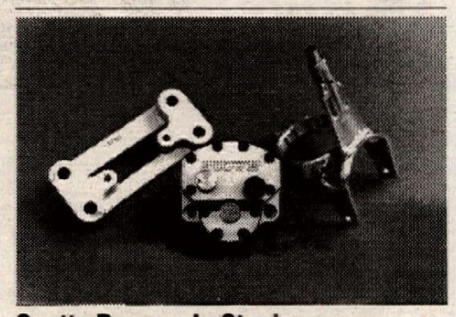

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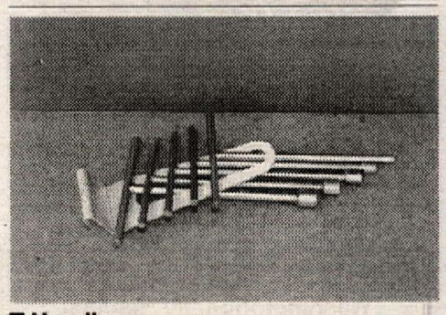

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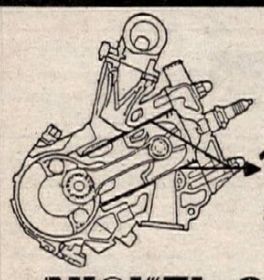

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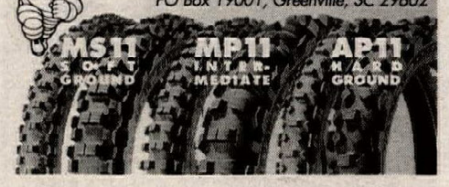

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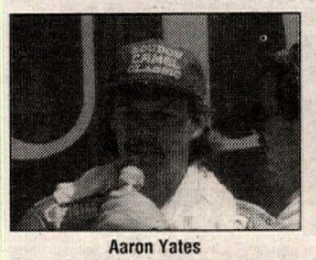
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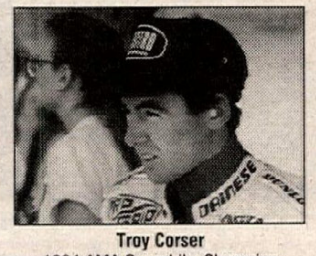
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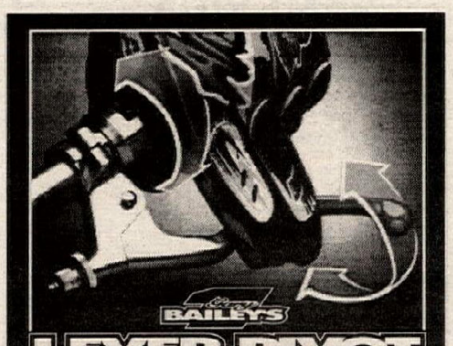

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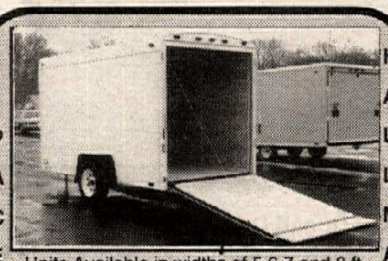

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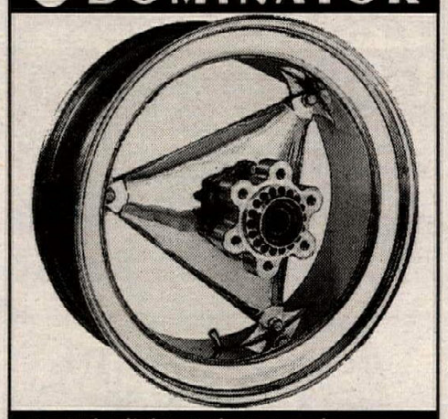

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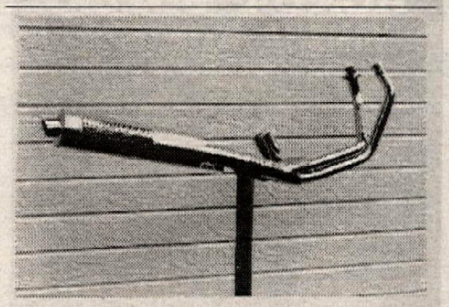

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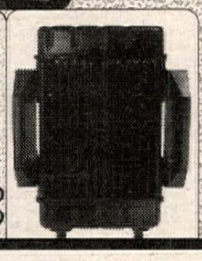

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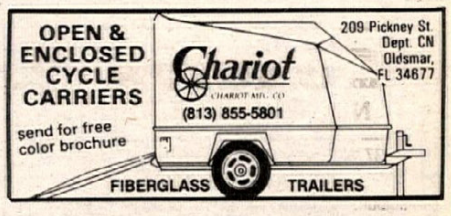

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Better than new. Pro Circuit suspension silencer, Rad valve, way too many extras to list. Injury forces sale. $3,800/obo. (310) 541-8434. CA. (343-46)

Parting Out '93 GSXR 1100
(610) 701-0634. PA. (343-46)

CBR600F2 Stuff
Motor, gas tanks, wheels, front ends, lots more! Erico Motorsports. (303) 355-7459. CO. (243)

'94 RMX Trail Ridden Only!!
Low miles, like new. Extras. $3,450. (614) 465-9891. OH. (343-44)

PARTING OUT 1985 KLR 600, 1984 750 Interceptor. (619) 375-1965. CA. (143-45)

WANTED 900 Ninja motor or wreck. (619) 375-1965. CA. (143-45)

YAMAHA 1992 Seca2 new tires 8,000 miles $2,100. (619) 375-1965. CA. (143-44)

Ducati '92 851
Mint condition, 1,800 miles, bought new in '93, carbon fiber exhaust, clutch cover, fender, Ceriani steering dampner, Doug Polen autograph. $10,500. (703) 342-0500. VA. (343-47/EOI/P)

'94 KX125 250 Pro Circuit
125 $3,000, 250 $3,500. (714) 870-8077. CA. (143)

HUSABERG 1993 FE350, Factory Connection, Metzler, HD springs, 6 rides, delivery to Delaware National $4,000. (203) 267-6247 eves. CT. (143)

1991 RS250; stored 2 years, spare crank, cylinders, gear ratios, wheels, Fox, bodywork, plus more. $8,000 negotiable. (604) 929-7716., (604) 877-7725. CAN. (343-46)

'90 YAMAHA TDR250; twin cylinder, water cooled, dual sport, blue/green; 2,000 miles, $2,200/obo. (410) 838-0622. MD. (343)

'93 ZX-7 Bodywork
Complete bodywork plus Targa GP tail section plus stock exhaust and front headlights. $850/obo. (818) 780-9987. CA. (343-44)

PARTING OUT FJ1200, '87 FZ600, '87 FZ700, '87 GSXR750; all complete bikes, have lots of stock pipes for sportbikes on hand. 1(712) 722-1925. IA. (343-46)

Parting '90 FZR1000
(508) 644-3111. MA. (343)

1985 GMC Box Van
Race ready, sleeps 3, injury forces sale. Price you can't beat. $6.500. (405) 373-0121. OK. (343-44)

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Christmas plates, bulbs, banks. Everything mint in boxes. (309) 925-3711. IL. (343-45)

Ducati 750 Paso
1988 1/2 excellent condition many extras. Call for info. $4,200. (213) 937-5219. CA. (143)

Ninja Blow Out Sale
900s, 750s, 600s, 500s, 250s. Low cost shipping. Ask Warren (800) 530-5746. MO. (243-45)

1985 XR 100
Street licensed, original tires, perfect condition. $800. (909) 677-0077. CA. (343)

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Like new, 300 miles, clean suspension, Scottts damper, RM pipe. $3,500. Cash talks. (909) 677-0077. CA. (343)

'93 CBR 1000 plastic fairing, mid, lower $100. (913) 649-4467. KS. (343)

'91 GSXR750; forks and triples $450, gauges $160, cooler $235, cylinder head $275; brakes, transmission, electrics, etc. Call Dave (914) 623-5446. NY. (343)

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'87-'94 CBR600/F2, '94 CBR900, '86-'93 GSXR750/1100, '89-'94 ZX-7, '88-'90 ZX-10, '92 ZX-11, '89/'92 FZR600, '88 FZR1000. Brian. (508) 993-4864. MA. (343-46)

WANTED ZX-11 any condition considered. (407) 773-1031, Fax (407) 773-1038. (343)

'93 CBR900RR; black and red, 4,000 miles, ready to go; $5,395. South east transport possible. (407) 773-1031, Fax (407) 773-1038. FL. (343)

'94 CBR600F2; engine $1,100; electrics, rear wheel and radiator. Call Dave (914) 623-5446. NY. (343)

600F2, 900RR, NT650 cosmetics, suspension and much more. (714) 545-6211. CA. (343-46)

XR750 Grand National Competitor
Staab Racing, for sale or trade for Wood Rotax. (805) 392-0714. CA. (343-46)

1984 CR500 Honda
New engine, ex. condition. $1,000. (916) 992-6169. CA. (343-44)

For Sale Computer System
Computer system 2 monitors, 4 printers, 2 keyboards, modem, battery back up & regulator. With complete retail parts & service programs, Honda, Kawasaki, Yamaha & Suzuki price books included. Paid $17,743, asking $5,500. (209) 722-7137. CA. (343-44)

GSXR750W Stuff
Radiators, plastic, subframes and swingarms, etc. Erico Motorsports. (303) 355-7459. CO. (243)

'93 ZX-7; cylinder head $285, rear wheel $250, rotors $95 each, jetted carbs $125, subframe, electrics, engine parts. Call Dave (914) 623-5446. NY. (343)

VIPER 250 YAMAHA: will separate, late model engines will fit. $1,500 firm. (404) 482-4268, 9-6. GA. (243)

Parting '94 ZX-7
(508) 644-3111. MA. (343)

'92 Ducati 851 Superbike
5,000 miles, some extras, absolutely mint, $9,200. '91-'92 GSXR tail section, plastic, $200. '89-'90 GSXR rear wheel w/Cush drive $150. (913) 273-5133. KS. (343-44)

WORLD'S QUICKEST STREET BIKE as seen in Sport Rider October '93. Team Mr. FJ1380 Turbo with Nitros. Quickest street bike in the world. 9.22 second qtr mile, 214 mph top speed. Dynojet tested to 355 hp. For sell $14,900. Call Team Mr. at (915) 545-BIKE (2453). (343)

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Wanted: pristine or very good right side, middle body panel for a 1986 GSXR 750 limited edition. Stock! Top price paid. Bill Kresnak 95-1177 Lalai St. Miliilani, HI 96789. HI. (143-44)

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Old Bimota New Ducati
SB-3, euro stock $6,900. '93 900SS half-fairing, JMC, swingarm, Pro Italia, Carbon Tech, much more. $8,200. (707) 459-6762. CA. (143-44)

FEILDSHEER 1 pc. leathers black like new size 46/56. $475. (707) 459-6762. CA. (143-44)

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1992 Ducati 900SS
Half fairing, red, high pipes, high comp pistons Sargents seat, Barnett clutch, vented clutch cover, excellent condition, $7,000 or trade for Moto Guzzi 1000S. (404) 664-2221, 875-7212. GA. (343-44)

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'91 CBR F2, '87 CBR600, '92 FZR600, '91 ZX-11, '89 Ninja 250, '89 VTR250, 89 Katana 750 & 600, '84 GS700, '80 CB750, best prices. Call Recycling Racing Inc, 1(800) 22-FIXUP. FL. (134-45)

'91 CBR 600, '90 FZR 400 RACEBIKES. Many extras. $3,300 each. After 9:30. (919) 571-0254 nights, (919) 492-8553 days. Ask for Eric. NC. (343-46)

'92 Kawasaki ZX6
Parting out complete bike, 2,000 miles on motor, titled frame. (413) 732-4382. MA. (343)

IN FOCUS
By Jim Talkington

Until last week, it had to have been at least six or seven years since my last motorcycle near-accident on the streets of Cincinnati. It took all of my defensive driving skills and a large dose of luck to keep me from being fitted for a pine box when I squared off with a garbage truck those few years ago. I can honestly say that I've never felt smaller than the moment I was staring that truck's grill in the face. I can't imagine why it was going so fast (gotta get the trash on time?), where it came from or why the nut behind the wheel had picked that day to ignore traffic rules at that particular intersection. As our paths almost met, I craned my head back to see if the driver's face mirrored my own terror. All I could see was grill. This was a very big truck.

Needless to say, I'm here today to recount the story. I wish it had ended with some spectacular evasive maneuver, but like I said earlier, there was a large dose of luck. I rode on more angered than anything. It wasn't until I reached work a few miles later and recounted the story that I realized how shook up I should be. What a way to go...chauffeured into the hereafter on the grill of a dumpster. Ghastly.

That evening my gloves went on a little slower and my helmet was cinched a bit more deliberately than usual. I couldn't imagine anyone riding the streets without proper protective gear.

Last week I had another streetbike near-accident and it again involved scant inches separating me from impact. Only this time I wasn't wearing a helmet or gloves or boots. What excuse could I possibly have? I wasn't the guy on the motorcycle, I was the guy crossing the street with his take-out lunch.

When leaving one of the city's finer chili emporiums, I noticed three fellows walking toward their parked motorcycles across the street. There were two UJMs (Universal Japanese Motorcycle) and a vintage Harley. The Harley rider kicked his bike to life and blasted the all of 20 feet to the traffic light, where he promptly stalled the engine. A novice, obviously. A novice with no helmet or protective gear. I always shout aloud at the "shorts and flip-flops" set, but this guy had such a unique twist on "unprotection" that I was left speechless. Give the man major bonus points for the Hawaiian print shirt unbuttoned to the navel.

Figuring that the walk light was far more deserving of my attention than this guy, I turned and waited for my pedestrian go-ahead to illuminate. "Walk," it said, so walk I did. Our boy the new Hawaiian Easy Rider got his signal, too. Apparently, a green light can be interpreted in two ways: A, go; or B, kick that sumbitch to life, yank the slide out of the carb and gun for the kid crossing the street. He flew past, my pant legs fluttering in the wake of his unmuffled exhaust. I do have to give him credit for one thing, though. Not many people have left me speechless twice in a less-than-one-minute period. (Ingrid, where are you?)

This would be a great opportunity to go on about the merits of proper riding gear and rider training, but what this "gentleman" prompted me to think about was the sport of motorcycling in general and just where new riders are coming from. The newest recruits to streetbike riding I know are riding Harley-Davidsons. You would have to be in a total vacuum to have missed the fact that Harley-Davidson has done more to popularize motorcycling in the past few years than all of the other manufacturers combined. H-D is the status symbol of the '90s. Who would have imagined even 10 years ago that a Harley merchandise catalog would become the centerpiece of every affluent and trendy home magazine rack in Southern California? It really is amazing to consider that shops once considered to be catering to outlaws and hoodlums will now sell you running shoes or a baby spoon or a lunchbox with the H-D logo. It's always a pleasure to see our favored form of recreation growing in numbers, and for that, I thank the powers in Milwaukee.

More enthusiast than historian, I have to think that Honda's "You meet the nicest people" campaign has been the other most effective lure into motorcycling during my lifetime. Kind, gentle people on kind, gentle motorcycles were pictured enjoying a sensible, fun form of transportation and recreation. Mentioning those ads to a journalist friend of mine prompted him to stop typing and look up from his laptop to share in my enthusiasm.

"Hey, some friends of mine just framed one of those ads for me from an issue of Life from '62 or so," he said. "A guy in a shiny blue suit was sitting on the bike and his girlfriend was saying goodbye in her little pink dress, wearing white gloves and a white pillbox hat. It was great!"

Yeah, it was great, for a few reasons. America's current fascination with things retro makes those ads a wonderful reflection on where we were in the days of JFK. As a motorcyclist, they show me a time when public acceptance of motorcyclists became commonplace in our culture. And as a motorcyclist who cares, they show me what is missing from motorcycling today.

As an advertising photographer, I have the opportunity to work with people that are very creative, make it their business to stay aware of trends and to know what the American public is doing and thinking. From talking with them about their personal experiences with motorcycling and their perception of the current state of advertising within the industry, we usually conclude the same thing. Most people think that they need a Harley to become a rider. Harleys are cool. They don't want anything if they can't afford a Harley. What a shame.

Whatever happened to entry-level? Don't get me wrong, the manufacturers do a wonderful job of advertising, but it's aimed at you and me...the people that know the lingo and just have to have a Deltabox frame. Motorcycles have become rising-rate linkages, dual discs, Paralevers, Telelevers, twin-spar aluminum frames. Whatever happened to just being a fun and effective form of transportation?

For the past five years or so we've seen the same one or two entry-level motorcycles offered by each manufacturer. Every year the magazines reluctantly test and ultimately berate their performance capabilities. No wonder the beginners out there want a Harley. Let's get as many people as we can on motorcycles. Let's not forget to promote them as a great means of transportation and not just stylish or high-performance luxuries. Lastly, let's teach how to ride safely and be protected. The more people that ride, the greater our lobbying power. Wouldn't it be great? Who knows, maybe some day "you'll meet the nicest people on a Harley-Davidson."

It's ironic to think that 20 years ago people thought "the bigger the better" when it came to cars. Motorcycles were being looked at for the first time as gas-conservative alternative forms of transportation, whether two- or four-stroke. Today, a Honda Civic Hatchback gets 56 mpg (highway) and car manufacturers see tremendous potential for two-stroke engine designs. Motorcycles? The bigger the better.

Regardless of whether or not we see a resurgence in the entry-level market, I've decided to make it a point to stress rider safety. I sure don't want to see anyone pasted to the front of a garbage truck. I also don't want to make my final exit clutching a Styrofoam container of cheese coneys after being flattened by a blur of blue metalflake and chrome accessories. What a way to go. Ghastly! CN

LOOKING BACK...

25 YEARS AGO
November 11, 1969

Speedway racers **Barry Briggs** and **Ivan Mauger**, along with movie stunt woman and artist **Janice Brymer**, were featured on the cover 25 years ago. The photo was accompanied by a short interview of both riders... Dirt Tracker **Mert Lawwill** shattered three track records at Ascot Park, en route to the State Championship title. **Dave Aldana** took top Amateur honors, while **John Hateley Jr.** topped the Novice class... **Art Baumann** won the premier International class at the 2nd Annual California International Grand Prix road races at Orange County International Raceway... The Ensenada-to-LaPaz Baja 1000 was won by the Husqvarna-mounted team of **J.N. Roberts** and **Gunnar Nilsson**. The duo completed the 832-mile race in 21 hours, 53 minutes and 52 seconds, with a speed average of approximately 38 mph. They were the first motorcycle team to greet the checkered flag but finished fourth overall. **Malcolm Smith** and **Whitey Martino** teamed up to win the 250cc class. Skip Van Leeuwen's partner in the race was **Mike Nesmith** of the made-for-T.V. rock band The Monkees. Nesmith rode the team's first 238 miles before being "unable to continue." Al Rogers, whose buggy had broken down, rode Nesmith's bike to a waiting Van Leeuwen.

15 YEARS AGO...
November 7, 1979

Yamaha unveiled its 1980 lineup, and the 650cc Maxima I graced the cover. Inside, some of the other new Yamahas were featured, including the 850 triple, the YZ465 MXer, and the IT425 off-roader... Husqvarna also unveiled its new '80 fleet of off-road and motocross bikes, including the four-speed automatic 360 ACC... **Drew Smith** dropped just one point to win the Cowbell National Enduro in Bellingham, Washington. **Rick Munyon** finished second overall... *Cycle News* began a two-part series on the bikes that competed in the Trans-USA MX Series. The bikes included in the first part were Brad Lackey's KX440, and Steve Wise's Honda RC500, which featured a variable-leverage-action rear suspension system... **Shawn Moran** topped the Ascot Long-Track Speedway Qualifier... **Jeff Jennings** won both the 250cc and Open Pro classes at Saddleback Park MX... **Rick Johnson** won the 125cc Pro class at Carlsbad MX.

5 YEARS AGO...
November 1, 1989

A photo of **Tommy Lynch**, **Scott Russell**, **Doug Chandler**, **Mike Harth** and **Mike Smith** sprinting to the finish line for an AMA/CCS National at Talladega was featured on the cover five years ago, as well as an inset photo of the top riders on the victory rostrum. Lynch finished inches ahead Russell and Chandler. Dutchman II won the Endurance Challenge race... **Randy Hawkins** clinched his second AMA National Championship Enduro Series title by winning the Little Rhody National in Rhode Island, it was the second-to-last round of the series. **Jeff Russell** finished second on the day, followed by **Allen Gravitt** and **Joey Hopkins**... *Cycle News* featured a two-page interview with newly crowned 125cc National MX Champion **Mike Kiedrowski**. Kiedrowski was also a last-minute replacement at the MX des Nations in Germany; he won the 125cc class... We rode Suzuki's latest GSXR750L sportbike... **Rick Johnson** made his car-racing debut at Del Mar, California, placing seventh in the Barbar-Saab formula car series finale. CN

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